

Photographs

*The Little Grey Lady*

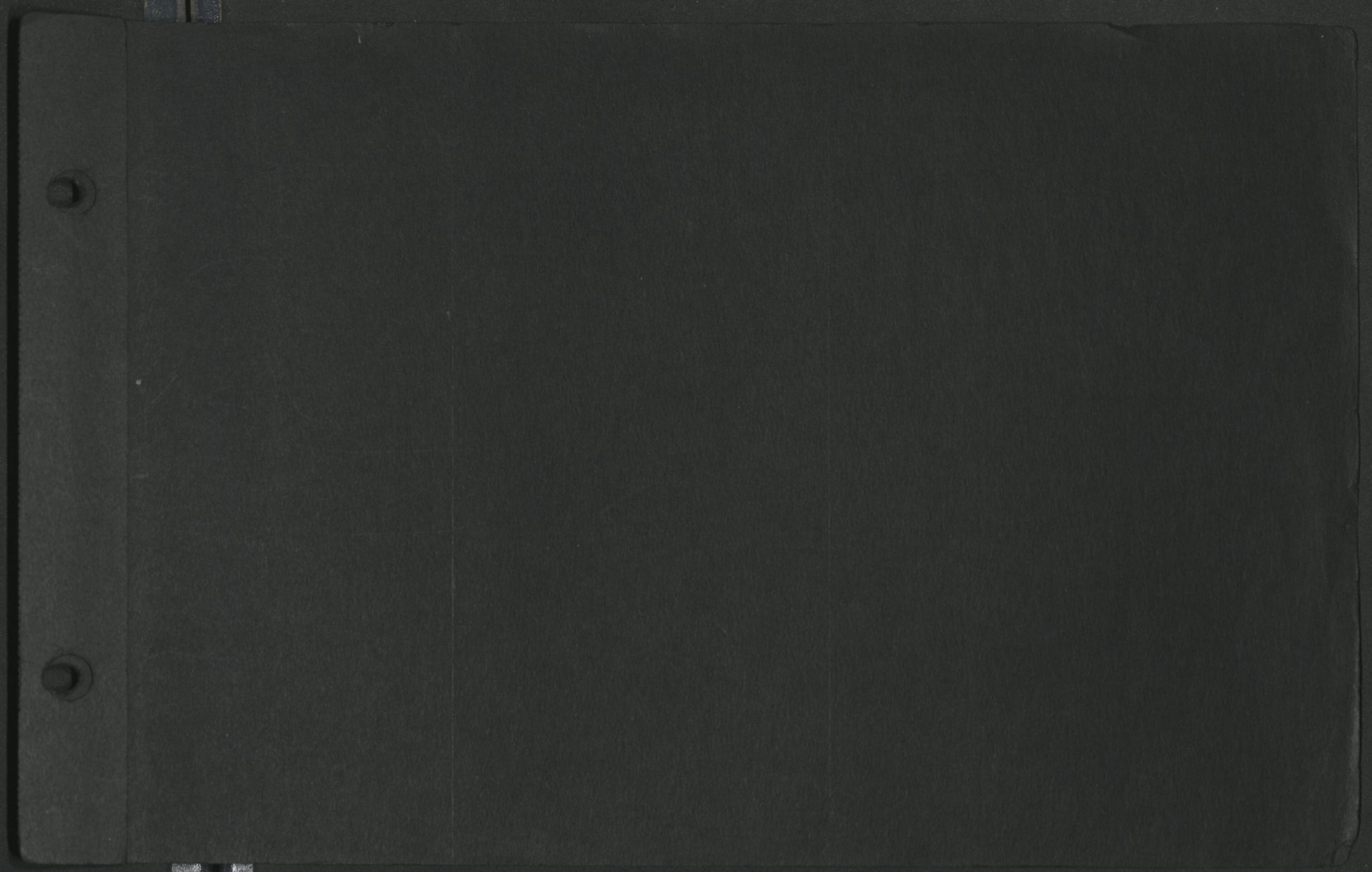


NANTUCKET

First in the dawn, last in the beaconing night,  
The wave-worn Ages' mother, sweetheart, friend,  
Hedged by wild roses and dim wings in flight,  
"The Little Grey Lady" dreams at the world's end.

—Percy MacKaye

Nantucket was called by her sailors  
"The Little Grey Lady".







# NANTUCKET ISLAND, MASSACHUSETTS.



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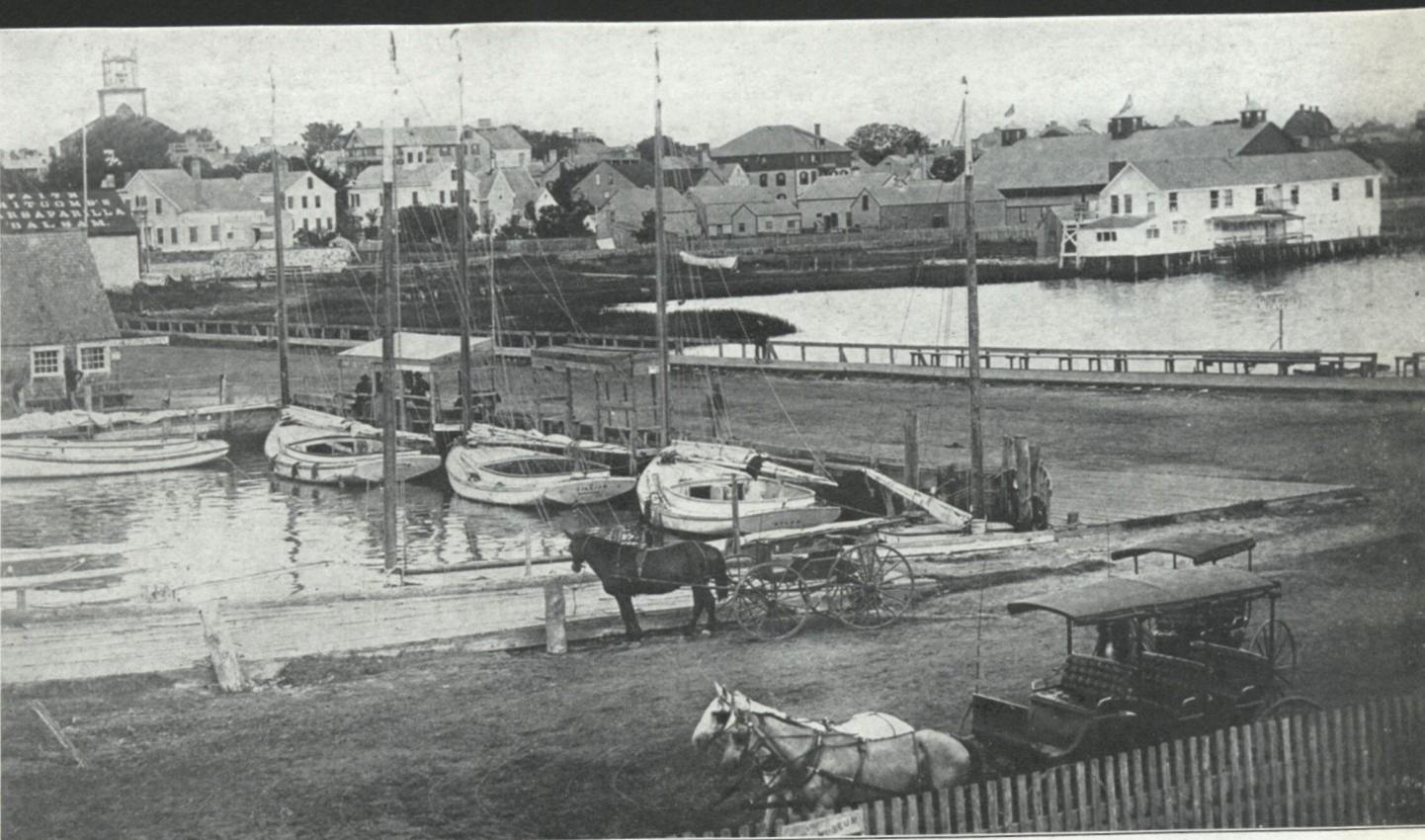




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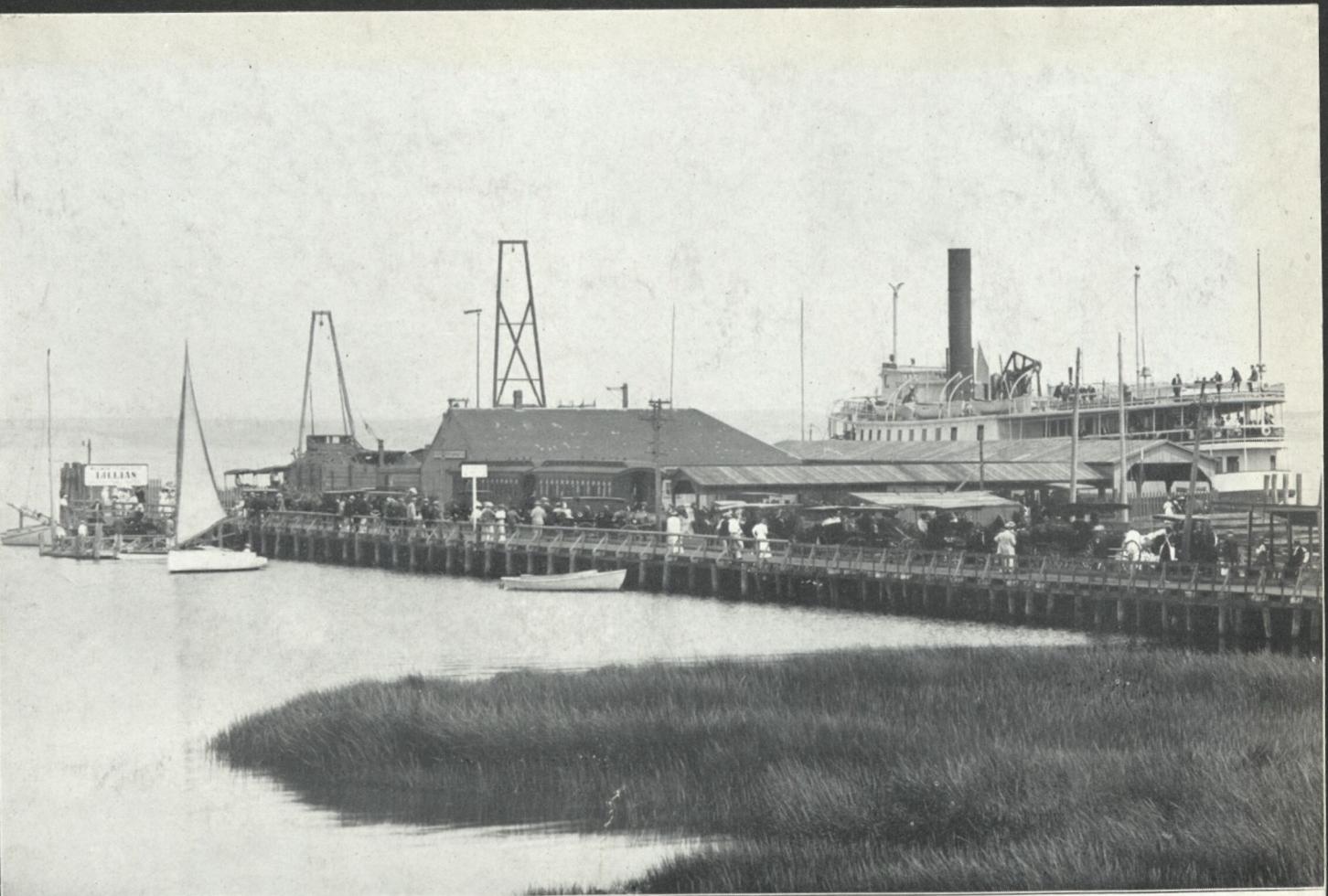


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A VIEW FROM STEAMBOAT WHARF IN 1887.

The Skating Rink and Hayden's Salt Water Baths at right of picture. Where the Yacht Club property now stands was then a marsh.



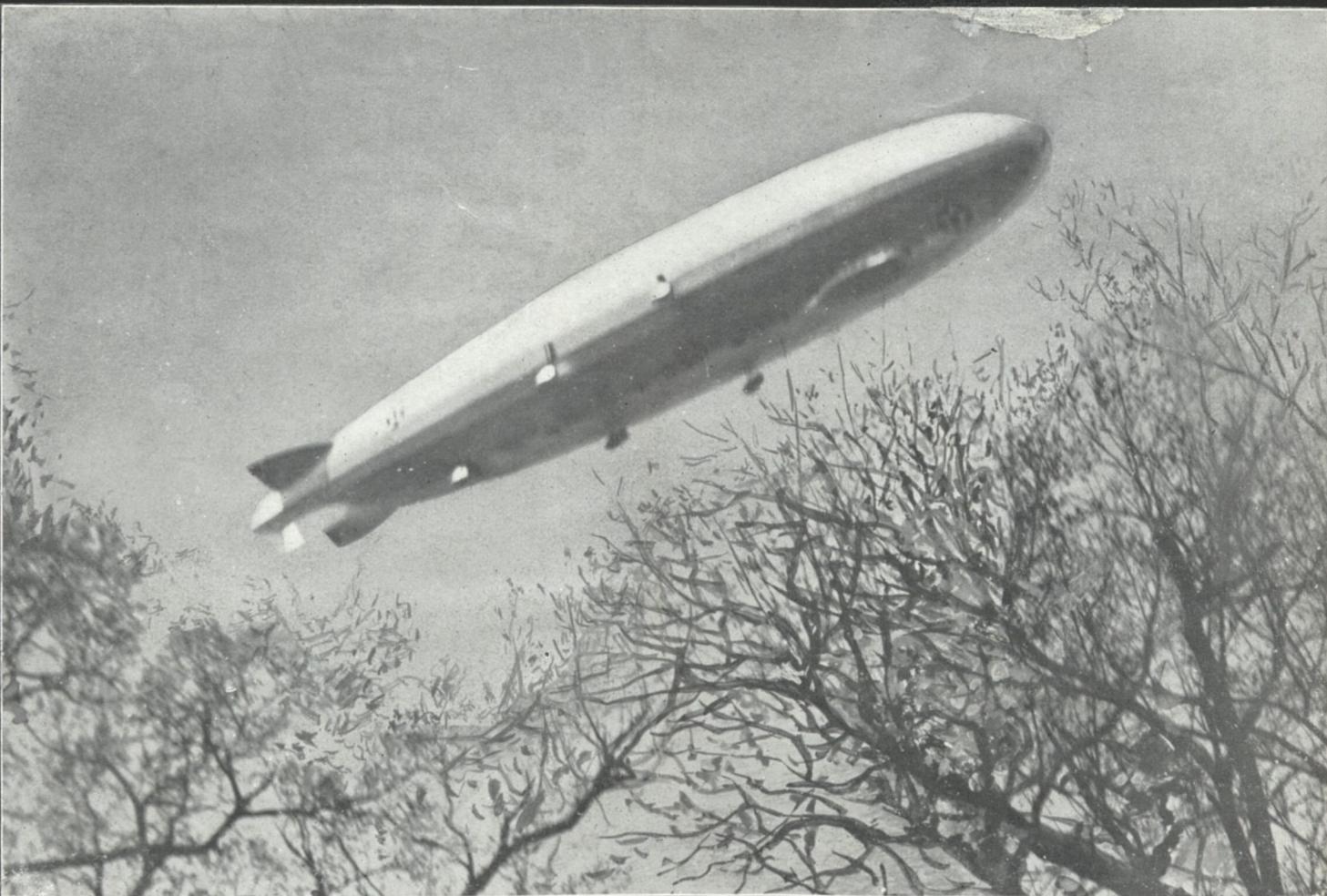
A VIEW OF STEAMBOAT WHARF IN 1908.

Steamer Gay Head at her berth on the south side, with the two coaches of the Nantucket Railroad backed down to the old freight-house and the two derricks and the coal bin occupying the end of the wharf. Note the marsh in the fore-ground, which long ago disappeared and where yachts and pleasure craft now run up to the Yacht Club floats. Nothing of the old wharf in this picture remains today.



LOOKING NORTHEAST FROM THE SOUTH TOWER.

Photo by Boyer.



THE DIRIGIBLE "LOS ANGELES" MAKES HER ANNUAL VISIT TO NANTUCKET.

Photo by Boyer.  
*(taken about 1930)*





Photo by Boyer.

STEAMBOAT WHARF NOW A SCENE OF SUMMER ACTIVITY.

about  
1930 ??



Photo by Boyer.

THE RAINBOW FLEET ALWAYS MAKES A PRETTY PICTURE.



Photo by Gross.

ONE OF NANTUCKET'S INTERESTING WATER FRONT PICTURES

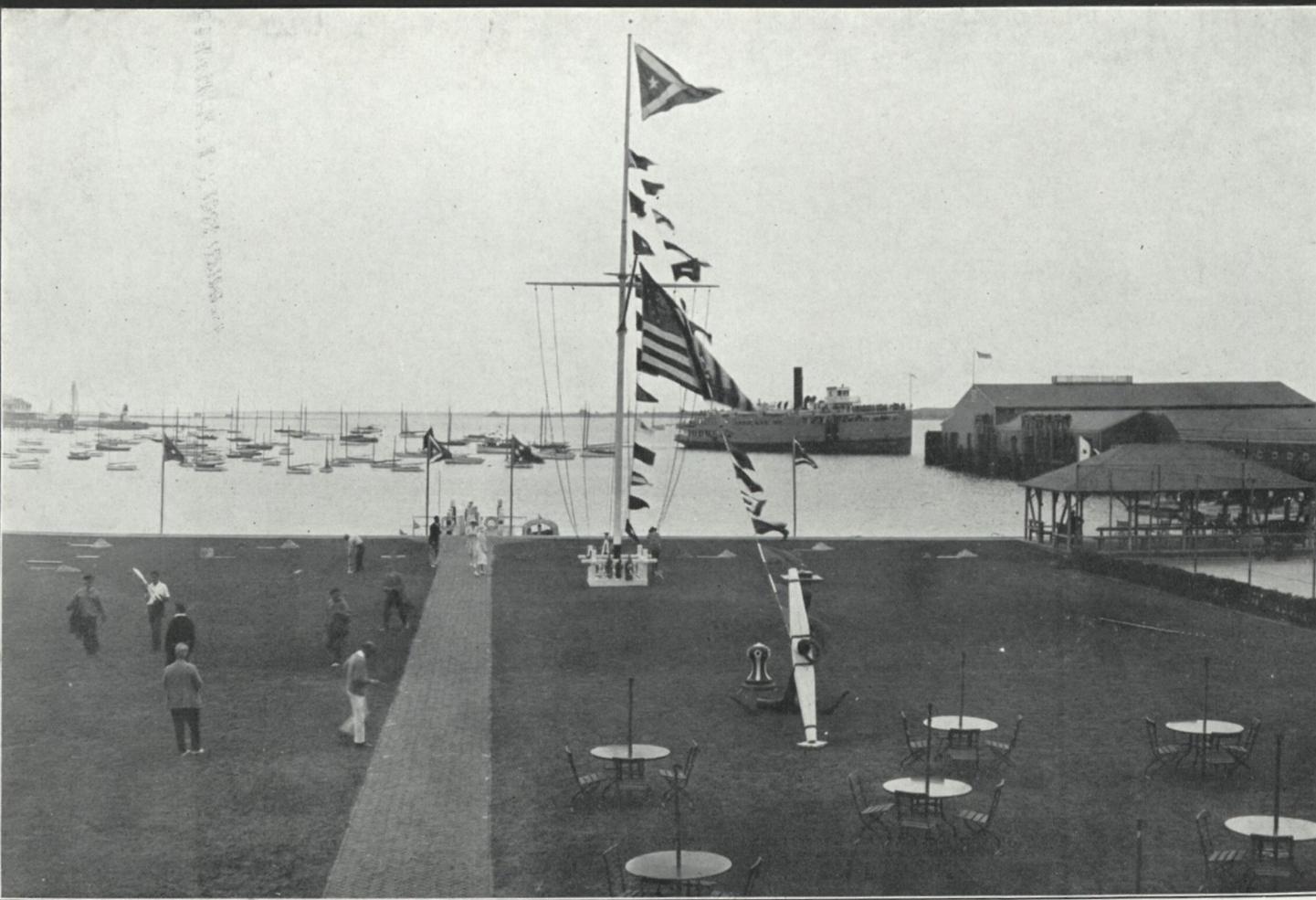


Photo by Boyer.

THE YACHT CLUB LAWN AND LANDING.







EASY STREET HAS THE NAPOLEON WILLOW AND THE ART GALLERY.



THE SOUTH SIDE OF MAIN STREET AS IT WAS SIXTY YEARS AGO



Photo by Boyer.

THE SOUTH SIDE OF MAIN STREET AS IT APPEARS TODAY

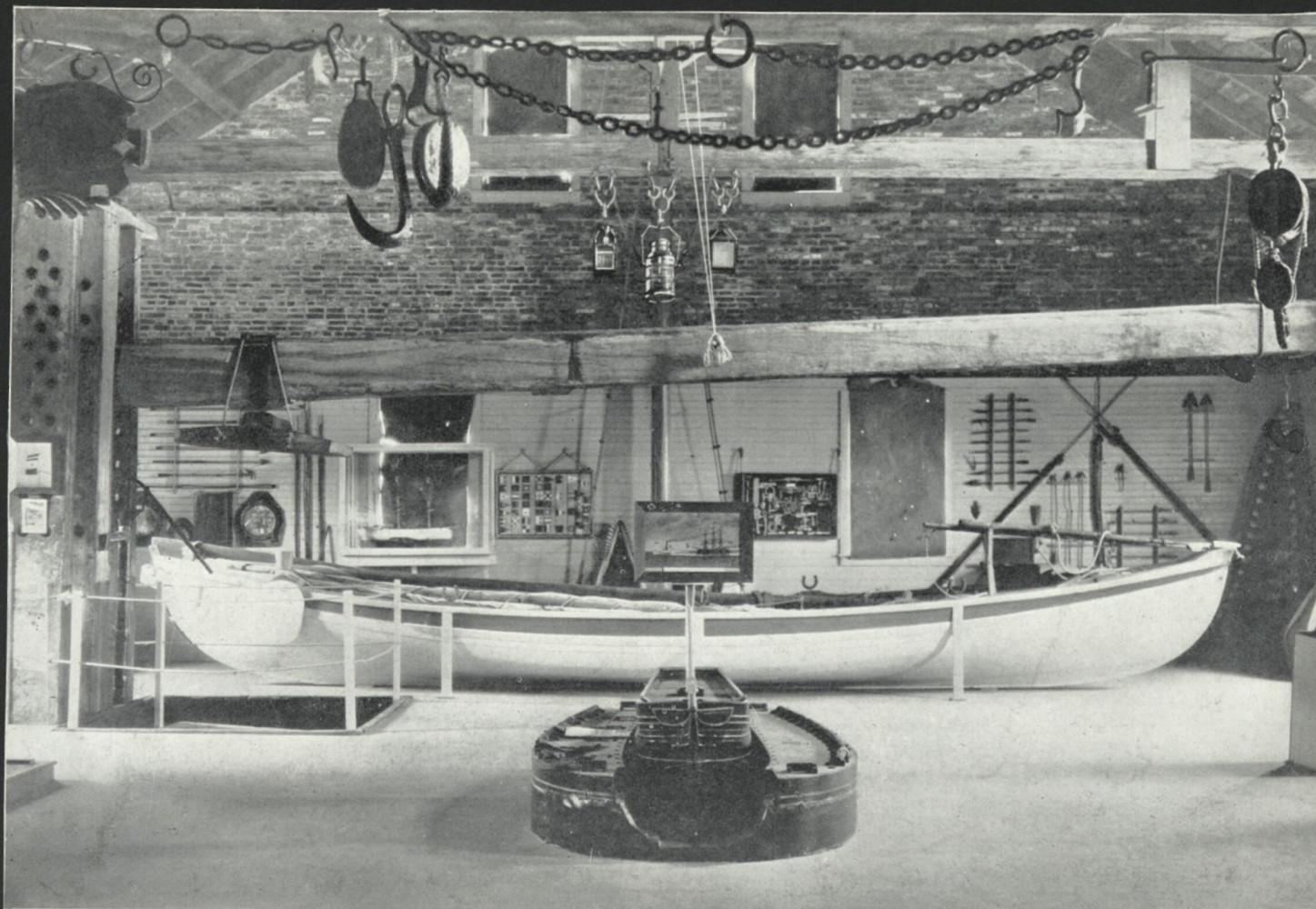
(I think about 1935)



LATE AFTERNOON ON MAIN STREET.

Photo by Boyer.





AN INTERIOR VIEW OF THE WHALING MUSEUM.



THE NANTUCKET WHALING MUSEUM.



FROM THE TOP OF ORANGE STREET HILL.

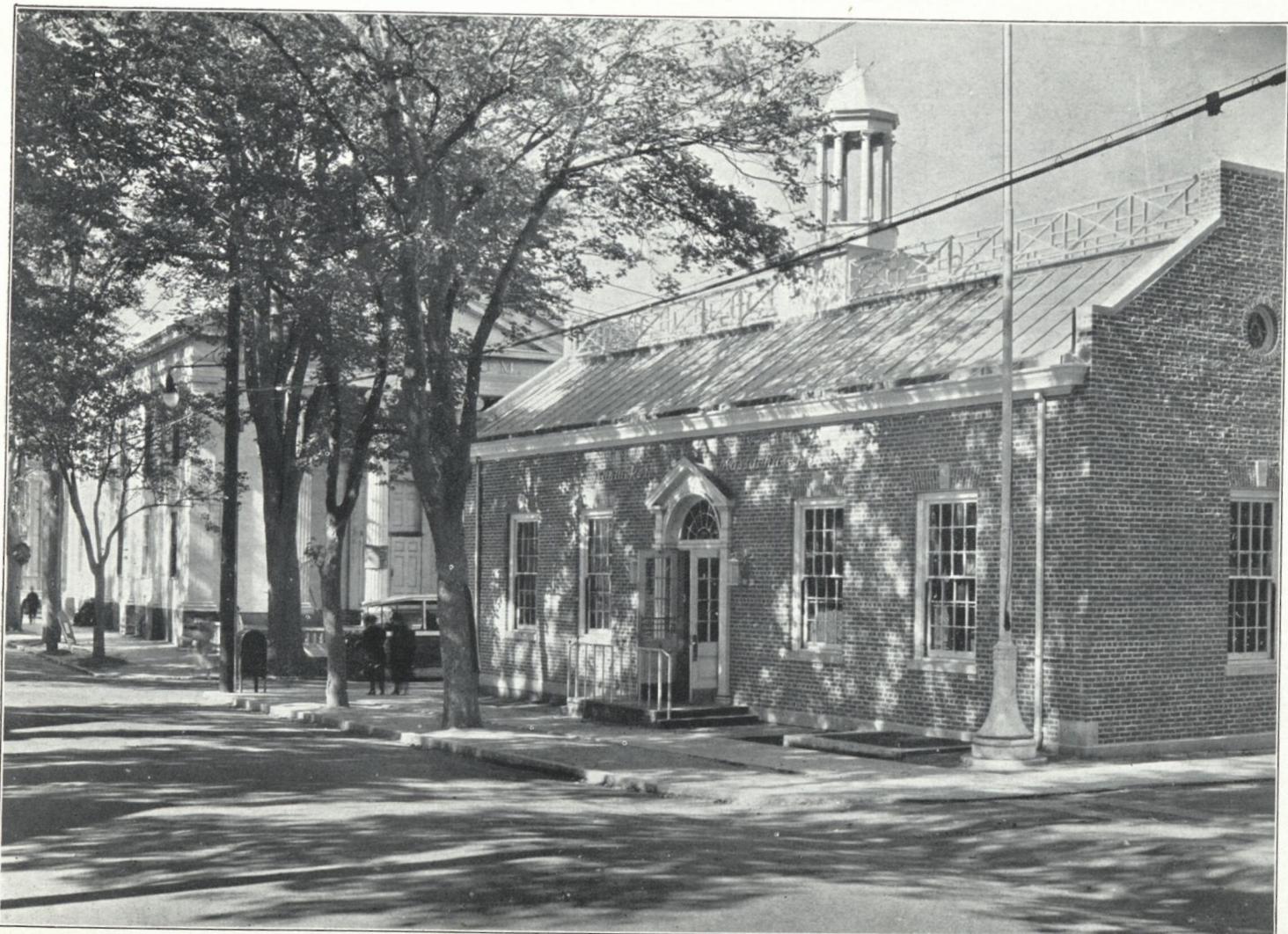


SAVINGS BANK BUILDING



Main Street Fete





NANTUCKET'S NEW POST OFFICE AND THE PUBLIC LIBRARY

Photo by Pivirotto.



THE MACY PROPERTY ON FEDERAL STREET—A POSSIBLE SITE FOR NANTUCKET'S NEW POSTOFFICE.





MAIN STREET HAS SOME ATTRACTIVE BACK-YARD GARDENS.



AT THE TURN OF THE ROAD ON UNION STREET.



UNION STREET, LOOKING TOWARDS MAIN. THE NEW TELEPHONE BUILDING ON LEFT.  
THE OLD TOWN OFFICE BUILDING ON RIGHT.



THE NEW CENTRAL FIRE STATION ON SOUTH WATER STREET.











CENTRE STREET IN MID-SUMMER.

Photo by Boyer.



"PLUMB LANE" MARKS THE HIGHEST POINT WITHIN THE TOWN.







QUINCE STREET—ONE OF NANTUCKET'S INTERESTING THOROUGHFARES.



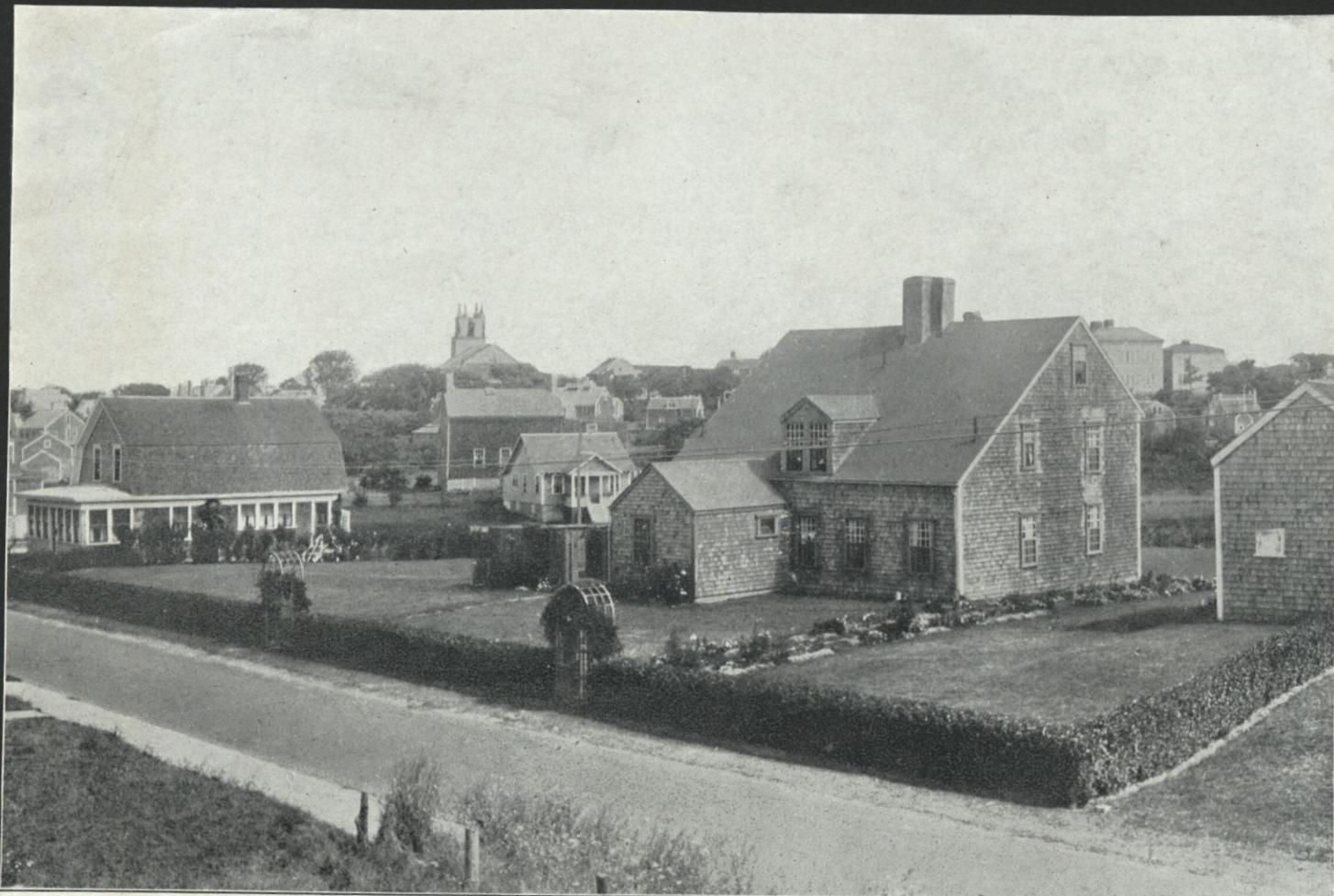
FROM ITS SITE ON ACADEMY HILL THE NEW SCHOOL BUILDING RISES ABOVE THE HOUSE-TOPS.







ATTRACTIVE GARDENS AND SHRUBBERY AFFORD A PRETTY VIEW FROM LILY STREET

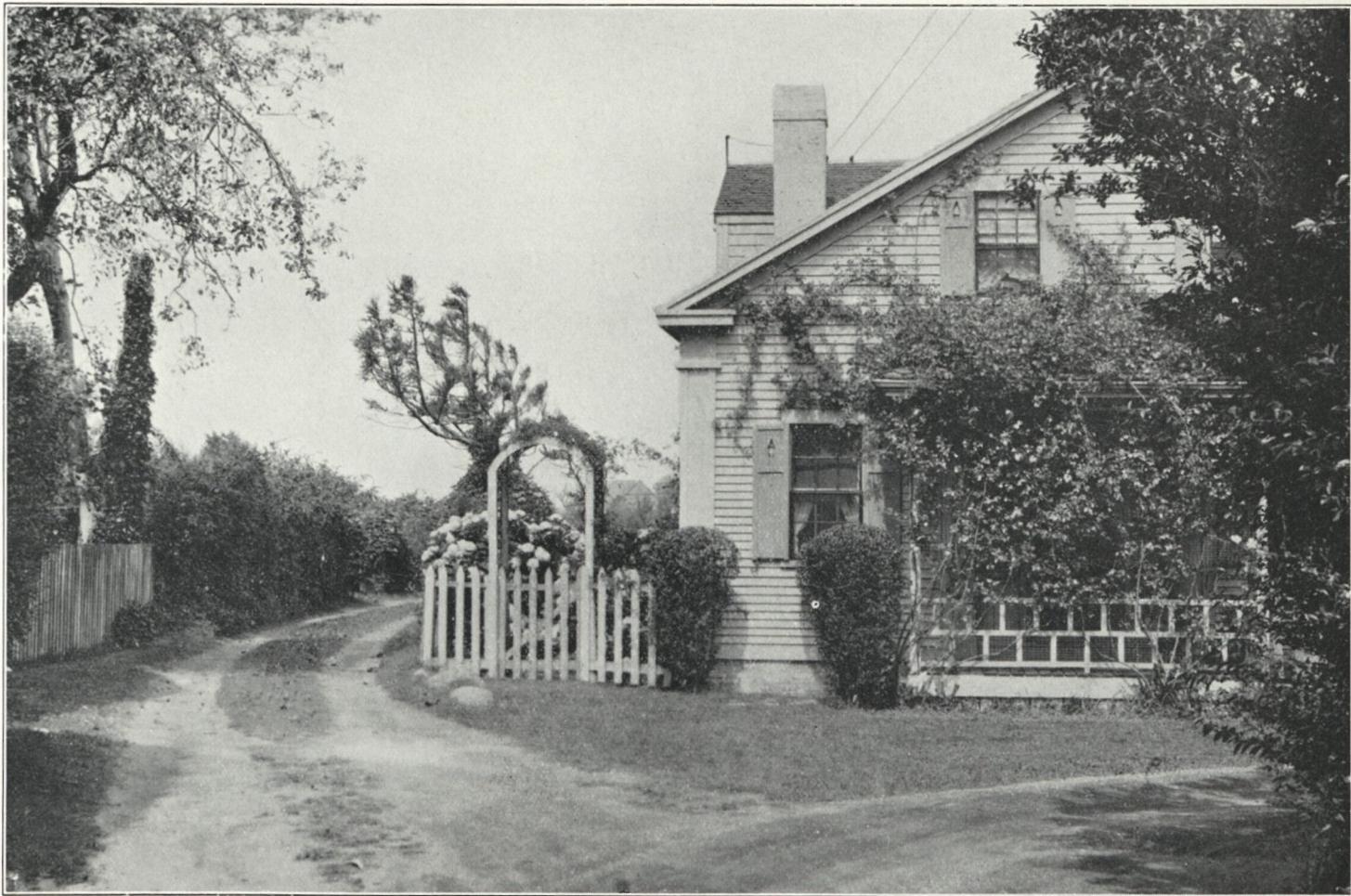


A VIEW FROM "SUNSET HILL".

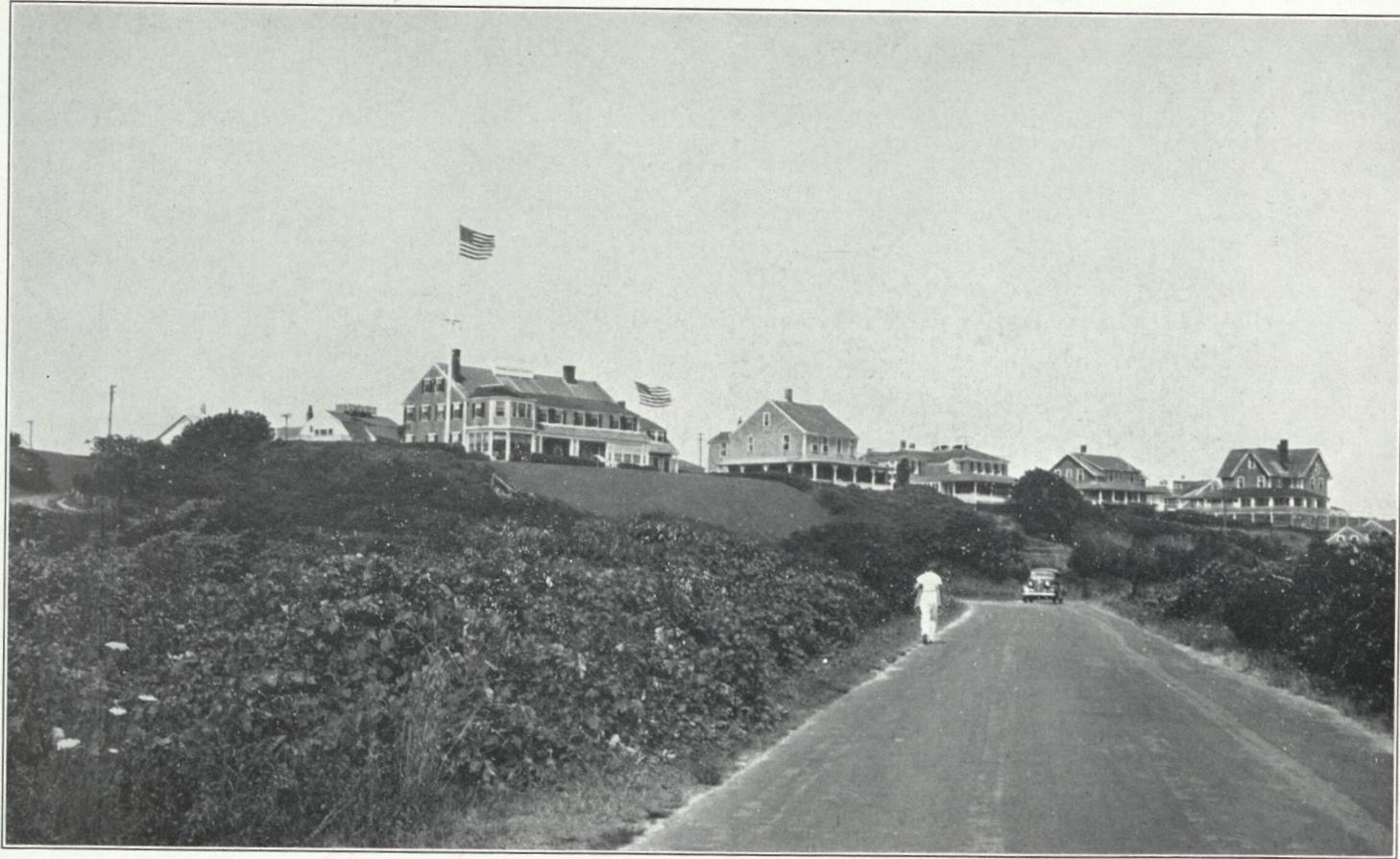








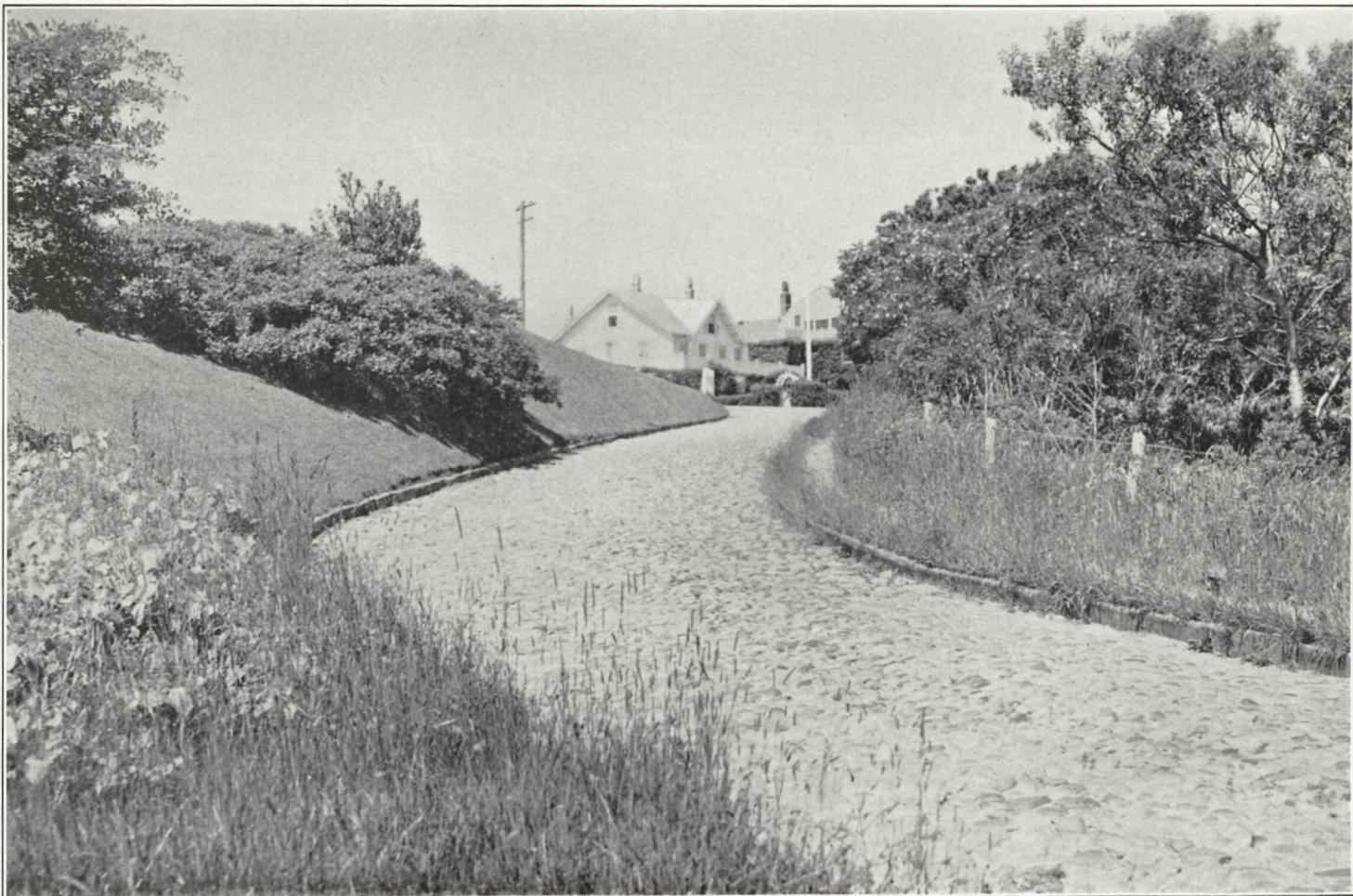
WHERE "NORTH AVENUE" DISAPPEARS



ALONG THE ROAD TO THE CLIFF BATHING BEACH



ONCE "NORTH STREET"—NOW "CLIFF ROAD."



"THE COBBLE-STONE ROAD" WINDS DOWN FROM THE CLIFF.



UP NORTH SHORE HILL TO THE CLIFF.





Photo by Boyer.

THE NANTUCKET COTTAGE HOSPITAL BUILDINGS ON WEST CHESTER STREET.



Built in 1686.

THE OLDEST HOUSE ON NANTUCKET

Restored in 1928.



THE SOUTHWEST ROOM IN THE OLDEST HOUSE.



THE OLD MILL (built in 1746) STILL TURNS ITS VANES AND GRINDS CORN.

A report was read concerning the Old Mill, which showed that up to July 27,<sup>1940</sup> the Mill had taken in \$289.43; selling 1,260 lbs. of corn meal. From 1935 to 1939, the Mill's income has increased from \$218.00 to \$913.60 a year. Due to pressure of business, the chairman for 1939-40, Bassett Jones, had found it necessary to resign. Mr. Jones very generously has underwritten the expense of repairing the Mill during the winter, and it was also through his direction that an important bit of material for these repairs was obtained.



THE OLD MILL TURNED ITS VANES AGAIN IN 1930 AND GROUND CORN.



A TYPE OF NANTUCKET ARCHITECTURE ON PROSPECT STREET.











GREAT POINT LIGHTHOUSE IS USUALLY SEEN FROM A DISTANCE.



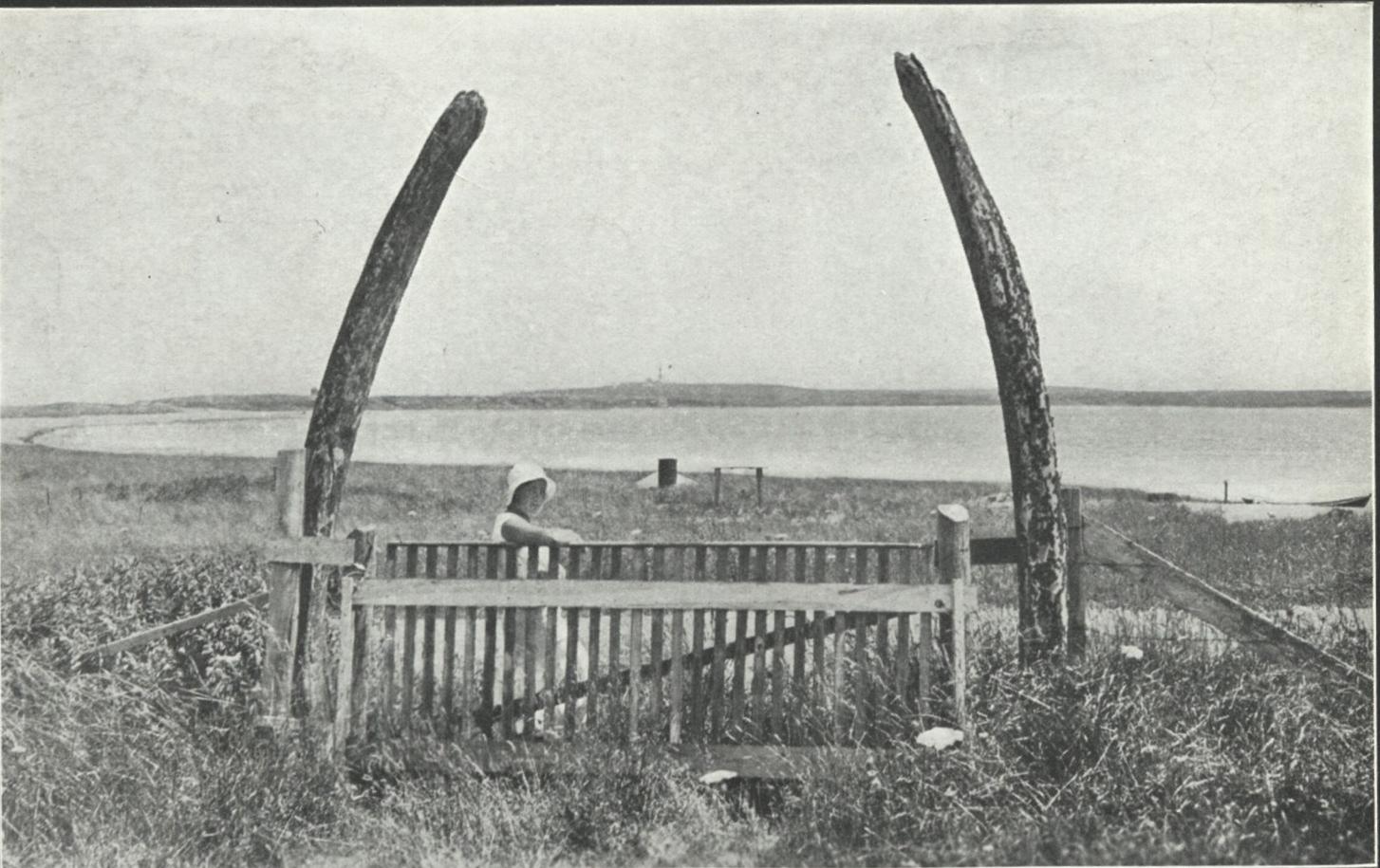
THE "CREEKS" STILL FLOW UP AROUND "POVERTY POINT".









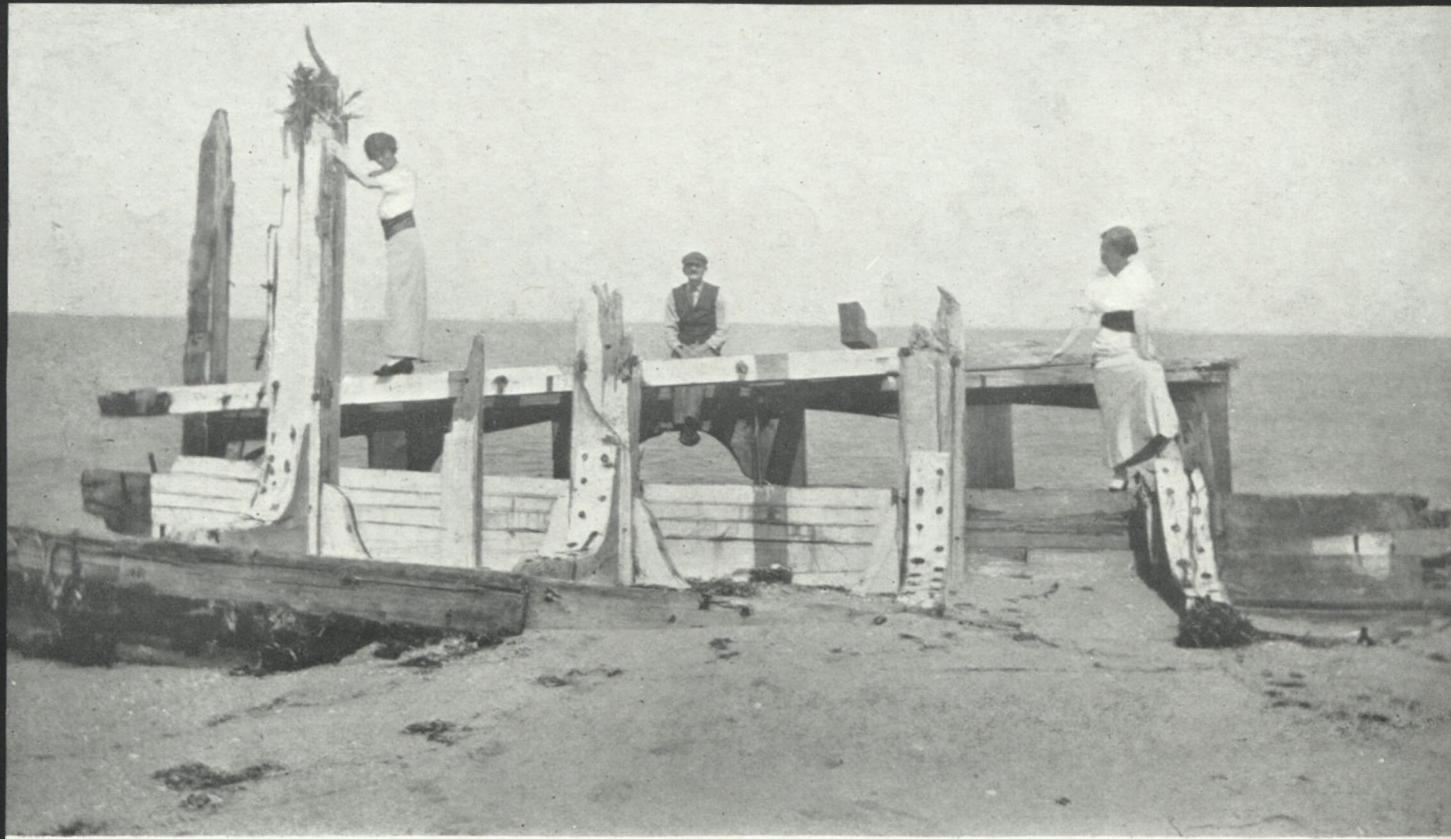


A COUPLE OF WHALE RIBS MARK QUIDNET'S GATE-WAY.



"HOW STATELY HER BEARING, SO PROUD HER ARRAY".

Schooner George P. Hudson, with "every inch of canvas drawing" as she passed through Nantucket sound July 11, 1914. Six hours later the vessel was struck by the steam collier Middlesex near Great Round shoal and was sent to the bottom. Several of her crew were killed by the collision, the remainder clinging to the wreckage until picked up. The captain refused to leave his ship and went down with her.



THE LAST OF THE GEORGE P. HUDSON.



BEHIND THE "HIDDEN FOREST".





WHEN "DORY FISHING" WAS IN VOGUE FROM THE SOUTH SHORE



Photo by Boyer.

WHEN THE SHADOWS ARE FALLING ALONG THE SOUTH SHORE.



AN UNUSUAL BREAK—FOUR “ROLLERS” TOGETHER.



DAYS WHEN THE "PETREL" AND HER CREW "SMELLED" BLUEFISH OFF "POINT-O-BREAKERS"



THE SOUTH SHORE AT "MIOXES".



NEARING NIGHTFALL ALONG THE SOUTH SHORE.

Photo by Boyer.

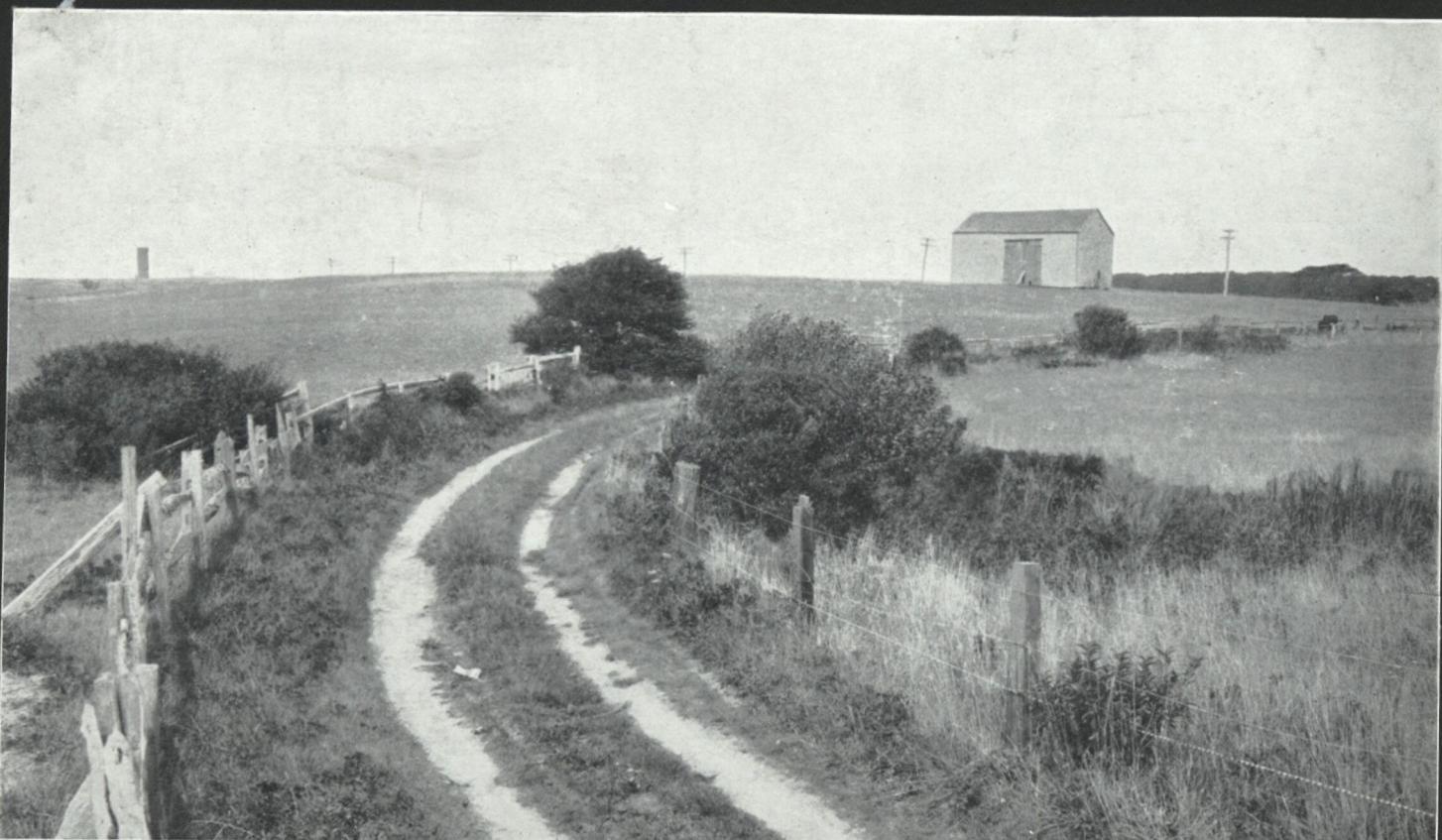


LONG POND TYPIFIES ITS NAME.



"MOTH BALL CAMP" AT HUMMOCK POND.

Photo by Boyer.



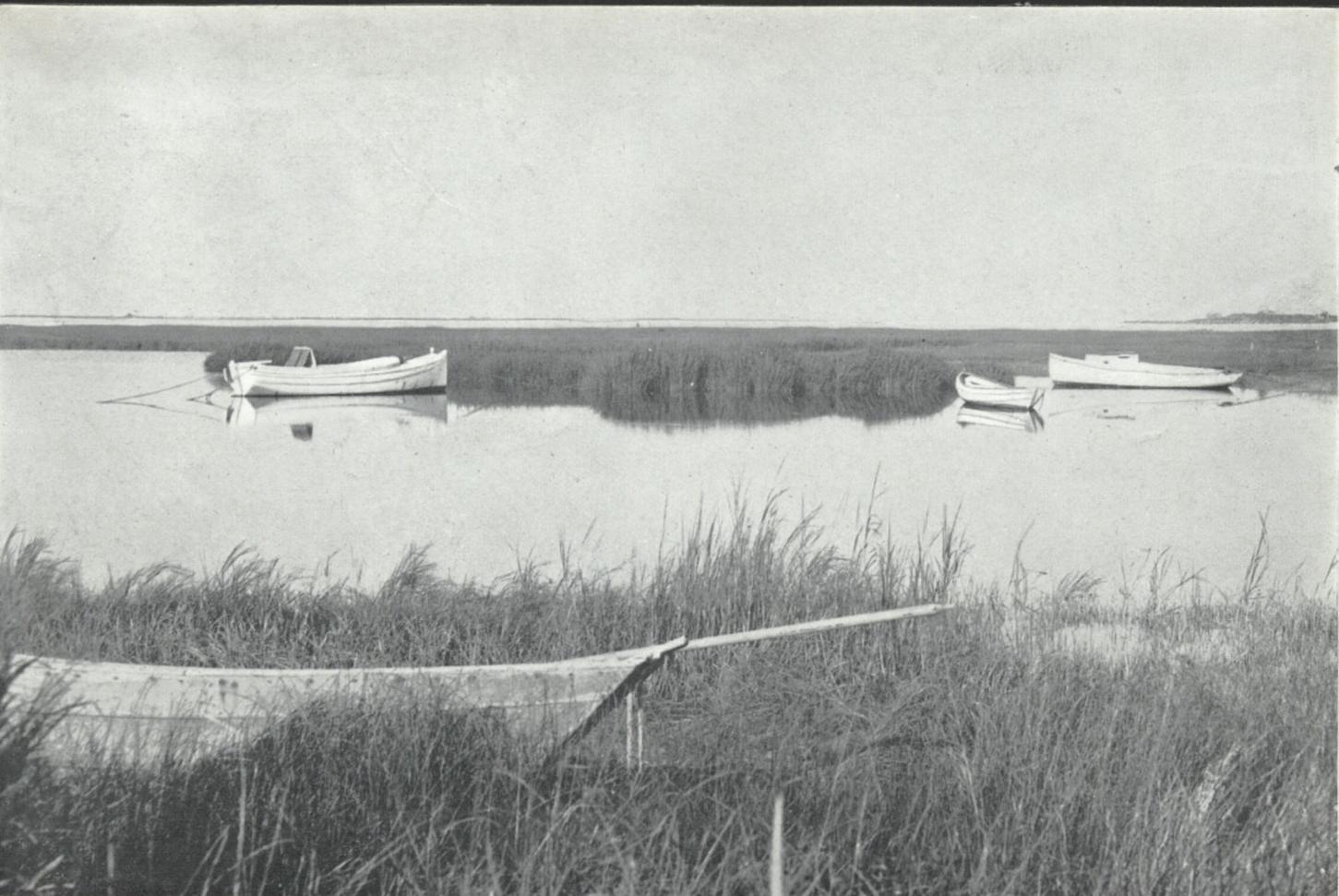
"CROOKED LANE".



THE ABIAH FOLGER FRANKLIN FOUNTAIN ON THE ROAD TO MADAKET.



THE SETTLEMENT ALONG HITHER CREEK AT MADAKET.



A PEACEFUL AFTERNOON AT "THE CREEKS".



NUMEROUS RUTTED ROADS LEAD TO MASSASOIT BRIDGE.



DEER HAVE FREE RANGE OVER NANTUCKET.

Photo by Charles P. Kimball



ONE OF NANTUCKET'S RARE SNOW SCENES.

Photo by Boyer.



NANTUCKET'S HEAVY SNOWFALL—A SCENE ON THE POLPIS ROAD, FEBRUARY, 1930.

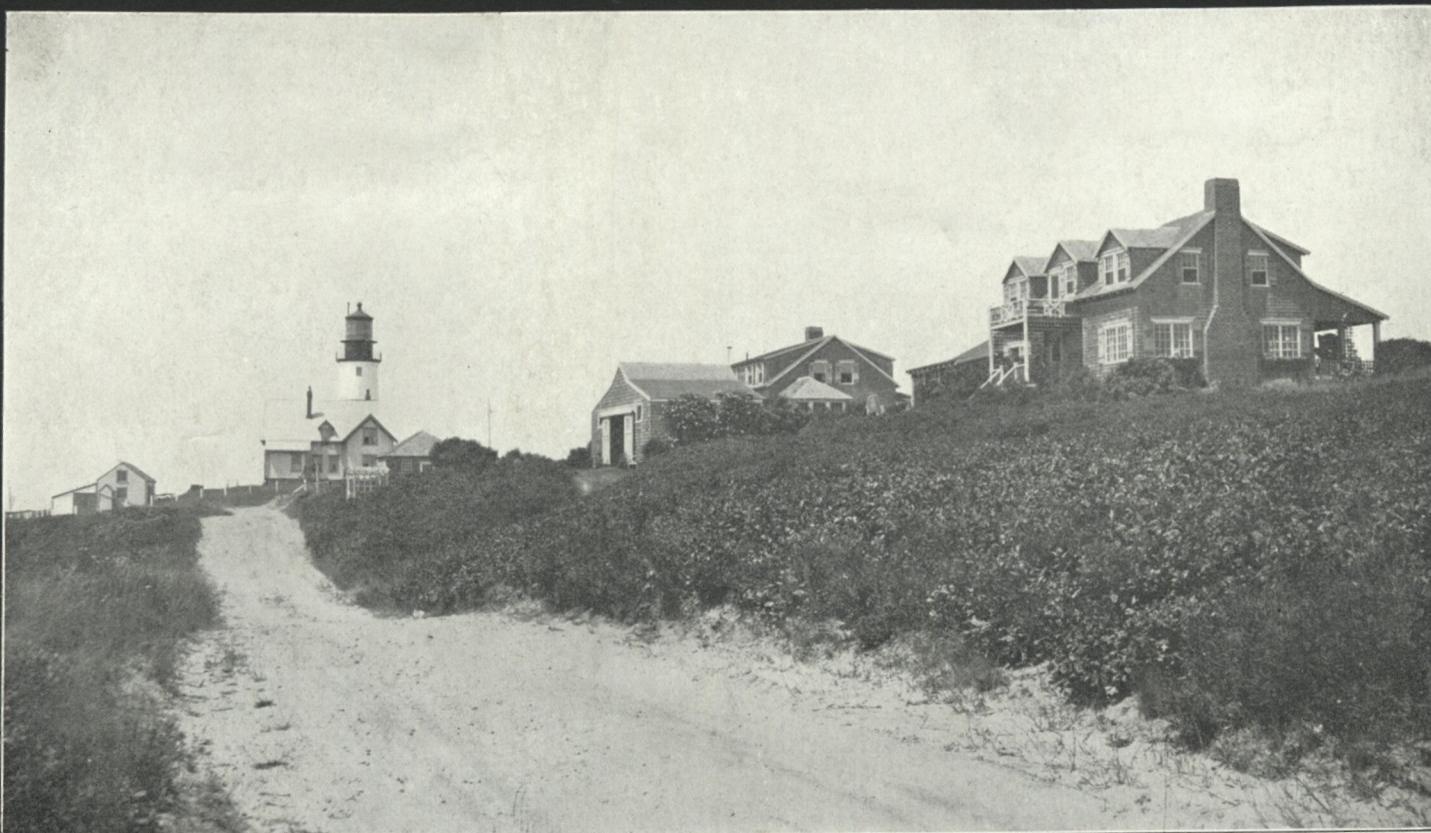
The storm came from out at sea and buried the island under the heaviest snowfall for years. One week later the ground was bare again, with not a trace of the snow anywhere.



"HARE HUNTING" A NEW FEATURE OF SUMMER LIFE ON NANTUCKET. THE START FROM TASHMA FARM



Siasconset

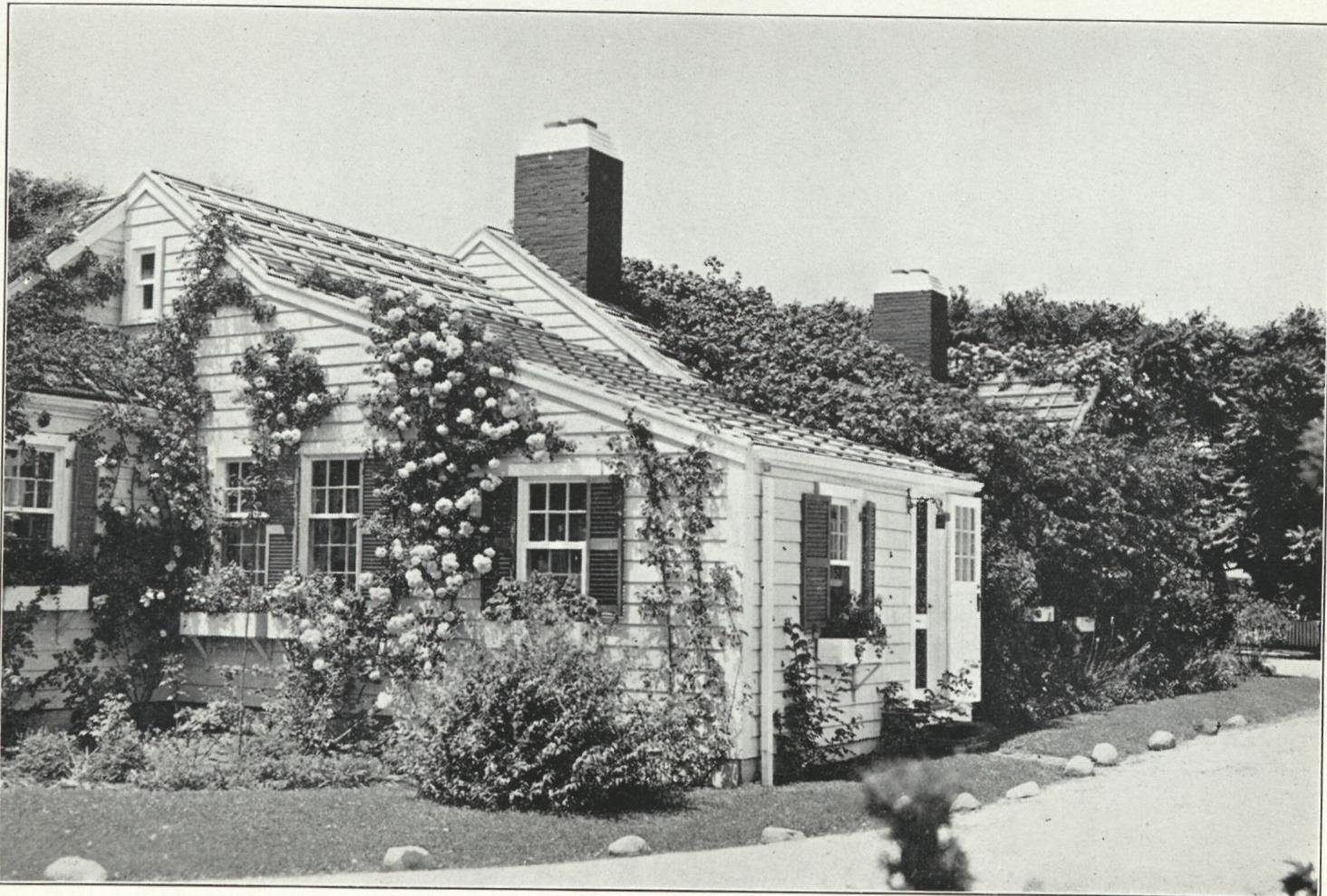


ALONG THE ROAD TO SANKATY LIGHT.





A TYPICAL 'SCONSET COTTAGE.



A ROSE-COVERED COTTAGE AT 'SCONSET.





SANKATY HEAD GOLF CLUB HOUSE IS ONE OF 'SCONSET'S ATTRACTIONS.



A GROUP OF 'SCONSET COTTAGES WHICH ARE BOTH UNIQUE AND ATTRACTIVE.



"CODFISH PARK" AND THE "HAIR-PIN TURN" AT 'SCONSET



'SCONSET HAS ITS TELEPHONE OFFICE IN ONE OF THE OLDEST AND MOST INTERESTING HOUSES.

Nantucket Island, Massachusetts



A PASTORAL SCENE BY THE 'SCONSET ROAD.









ONE OF THE QUIET STREETS IN 'SCONSET.



THE APPROACH TO GREAT POINT LIGHTHOUSE.



Nantucket Island, Massachusetts



"PUMP SQUARE" IN 'SCONSET YEARS AGO.

1940

DECEMBER

1940

Nantucket Island, Massachusetts



UNION CHAPEL IN 'SCONSET

1952

JUNE

1952













Photo by French Studio, Boston.

AIRPLANES NOW AN IMPORTANT MEANS OF TRANSPORTATION.

Nantucket Airline Flight

Nantucket - 30 miles off Cape Cod.

1941



Photo by T. F. Hartley

THE HARBOR AND WATER FRONT FROM THE AIR

# Nantucket Island, Massachusetts



A VIEW FROM THE TOWER WHEN THREE STEAMERS DOCKED.

1938

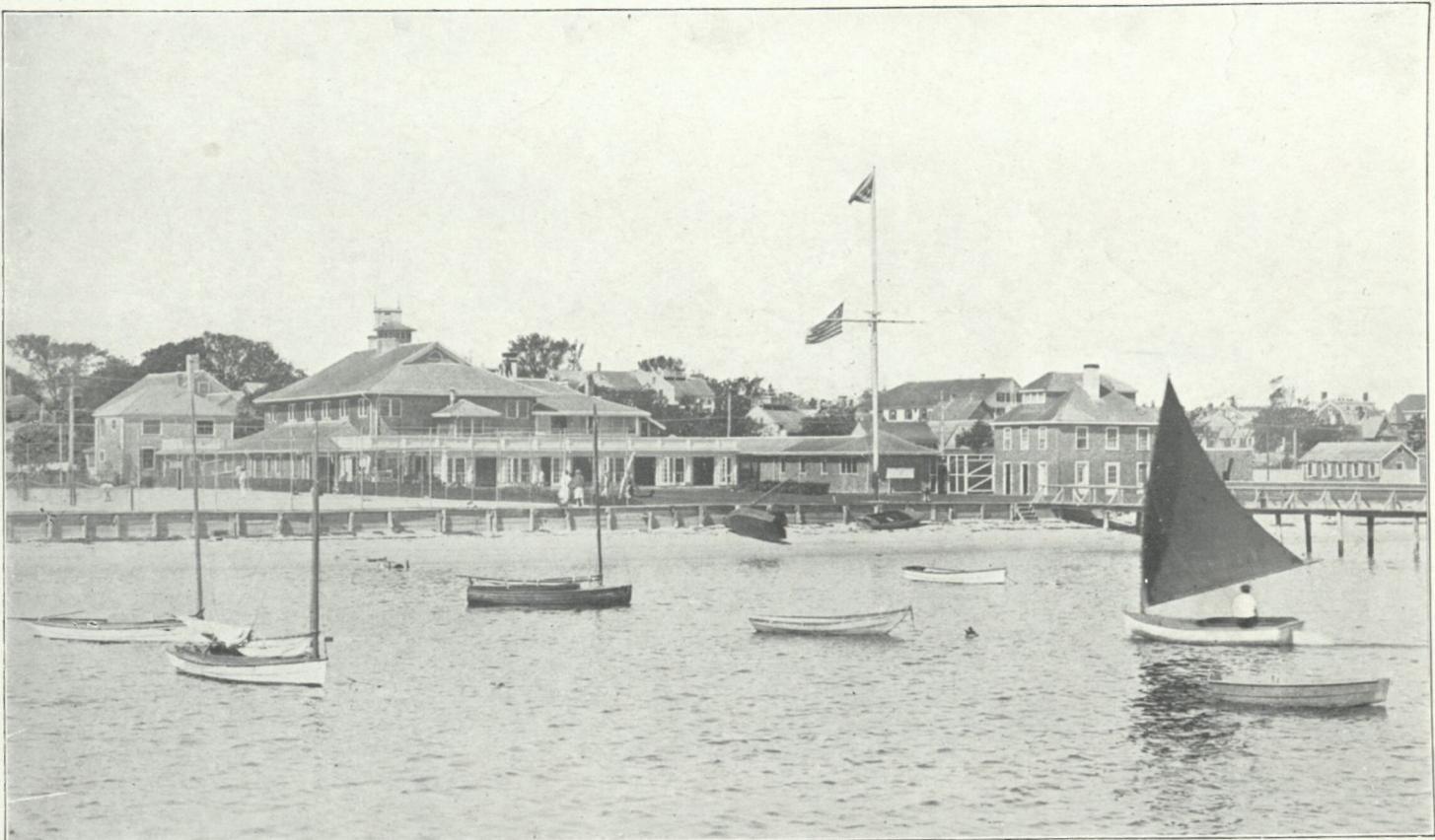


THE LANDING PIER OF THE NANTUCKET YACHT CLUB

Nantucket Island, Massachusetts



A FLAT CALM IN NANTUCKET HARBOR



THE CENTER OF SUMMER'S SOCIAL ACTIVITIES—THE NANTUCKET YACHT CLUB.



"YACHTING" POPULAR AT NANTUCKET.

1934

Nantucket Island, Massachusetts



Photo by Davidson

WHERE EASY STREET UNITES WITH OLD NORTH WHARF



"BETWEEN THE DOCKS AT NANTUCKET."

Eagle's Wing Studio



OLD NORTH WHARF VIEWED FROM EASY STREET.



WASHINGTON STREET AND THE SOUTH BEACH.

Nantucket Island, Massachusetts



THE BEACH ON THE INNER SHORE OF THE HARBOR.

*(for the children)*



A HARBOR SCENE IN DAYS OF YORE.



A WHARF SCENE AT NANTUCKET.

Photo by Dorothy Webster



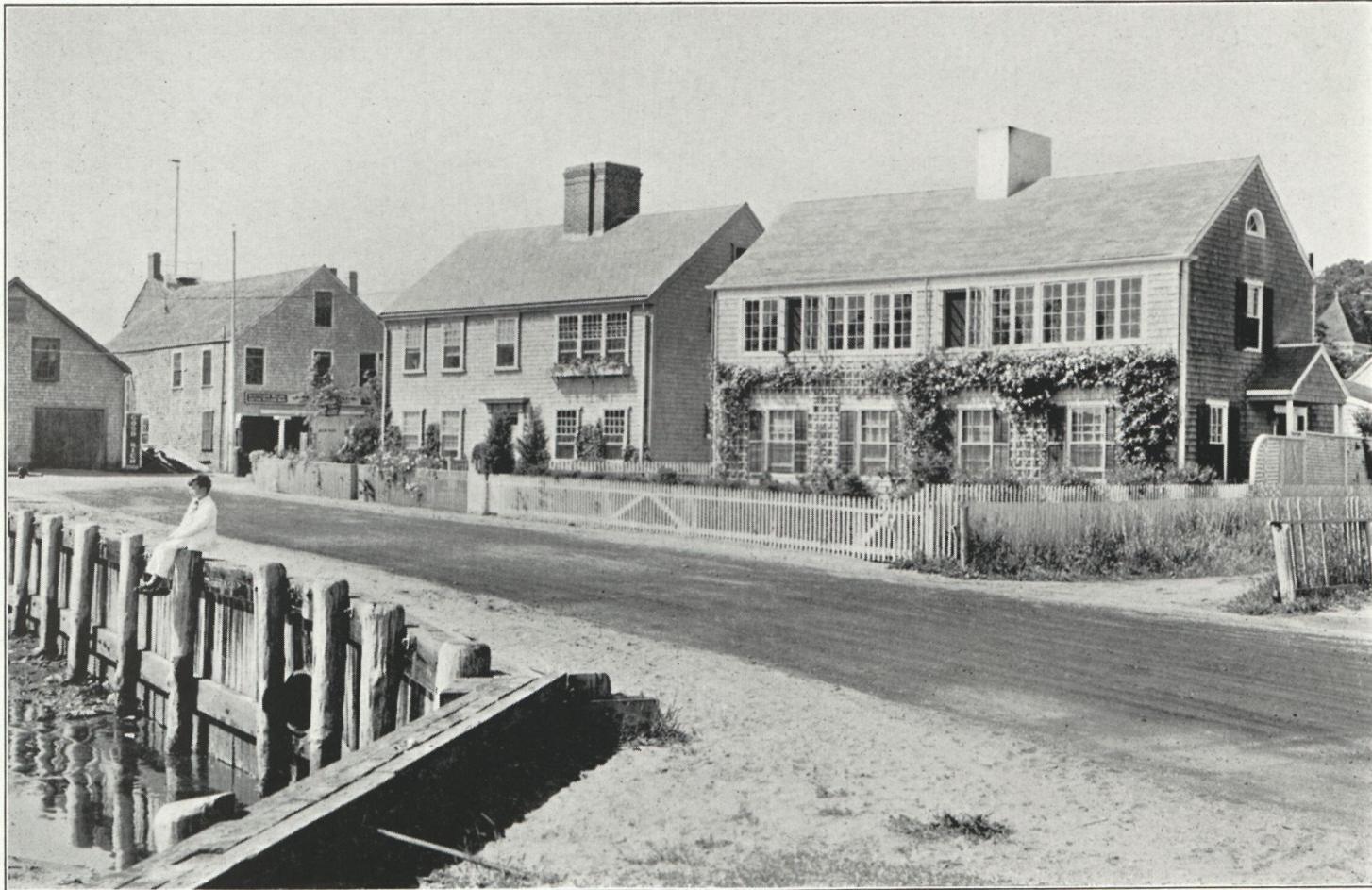
A MID-SUMMER SCENE AT THE SOUTH WHARF.



WHEN CATBOATS AND SCHOONERS WERE SUPREME

# Nantucket Island, Massachusetts

(A short cut between  
two wharves)



FORTUNATE SUMMER RESIDENTS ARE THOSE WHO LIVE ON EASY STREET.

## Nantucket Island, Massachusetts

1946  
8

The "Skipper" closed the first of the week after a very successful season. "Captain Beers" informs us that the "Skipper" has served well over 25,000 meals during the season and that the patrons consumed more than 4,500 lobsters.



Photo by Dorothy Webster

NANTUCKETERS ARE NEVER TOO BUSY TO STOP FOR A "GAM"



FEDERAL STREET AS IT LOOKED FROM MAIN STREET SIXTY YEARS AGO.

The street was then merely a sand road, "dished from curb to curb". On the right appears Oliver Hussey's news-stand, with the headquarters of No. 8 Engine Company on the upper floor. The white building next to it was then used as a dental office by David G. Hussey. Some years ago it was removed to the head of Steamboat wharf, where it was used for a restaurant. Later it was moved across the flats to Beachside, where it is now an attractive summer cottage.



Photo by Boyer

LOOKING DOWN FEDERAL STREET FROM MAIN STREET IN 1927.

Nantucket Island, Massachusetts



COBBLED MAIN STREET BRINGS DIGNITY TO THE UPPER SQUARE



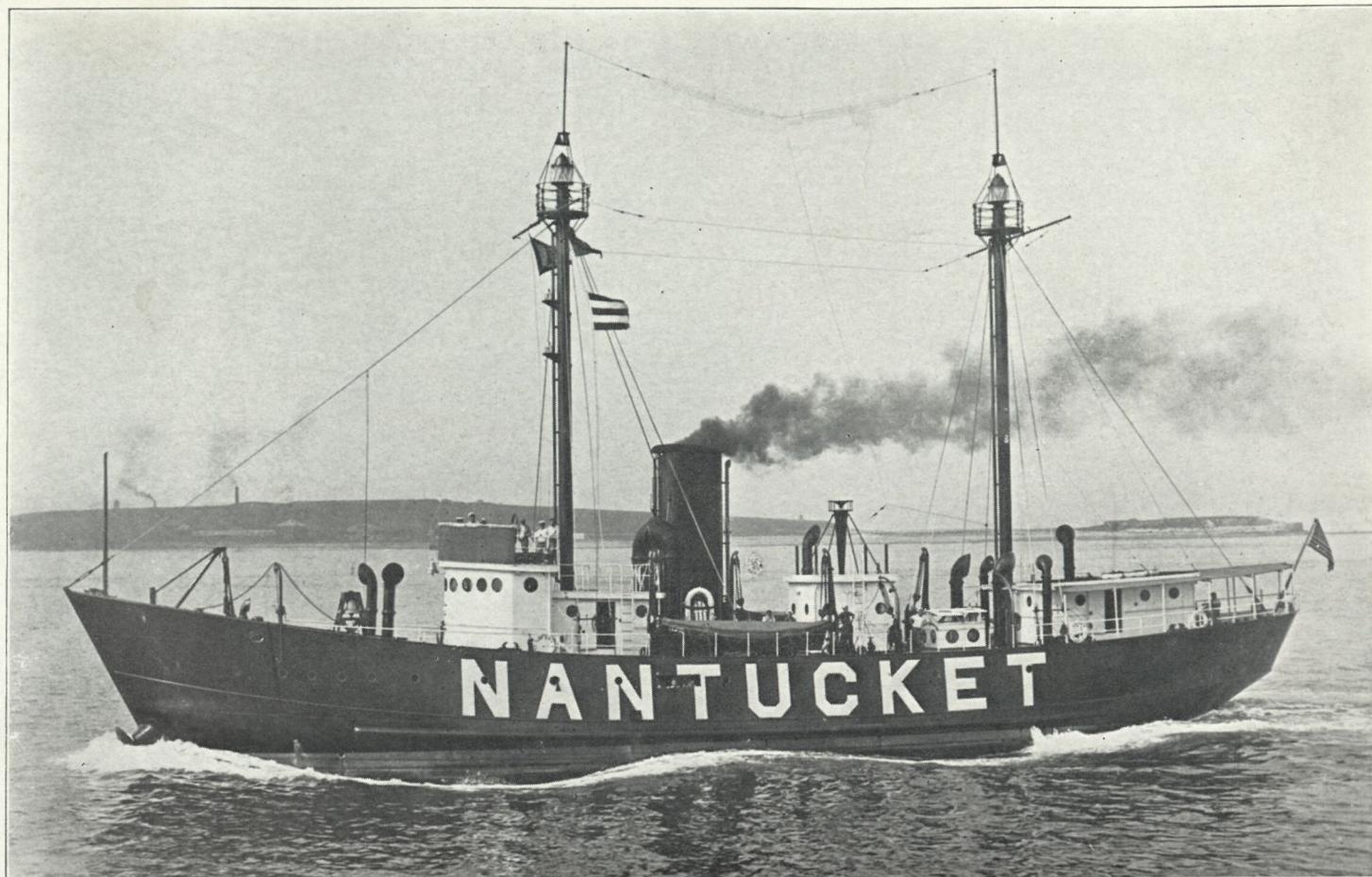
MAIN STREET -- EAST FROM THE BANK STEPS

Photo By Davidson

Nantucket Island, Massachusetts



"THREE THOUSAND MILES TO SPAIN"



THE NEW LIGHTSHIP BOUND OUT TO HER STATION 43 MILES SOUTHEAST FROM NANTUCKET ISLAND

1937



SWORDFISHING—READY FOR THE STRIKE.

# Nantucket Island, Massachusetts



THE "RELIEF" COMES UP WHEN "CROSS RIP" WEIGHS ANCHOR.



NANTUCKET WHALEMEN SAILED THE SEVEN SEAS.

Nantucket Island, Massachusetts



MAKING AN EASY LANDING

Main + Gardner

Nantucket Island, Massachusetts



"THE MONUMENT" CONTROLS TRAFFIC AT THE FOUR CORNERS.

Nantucket Island, Massachusetts



"THE MACY HOUSE" ON MAIN STREET.

Photo by Davidson



THE FAMOUS MACY DOORWAY.

Nantucket Island, Massachusetts



Photo by Louis Davidson

ONE OF MAIN STREET'S HISTORIC BRICK MANSIONS.



WHEN SHADOWS FALL ON MAIN STREET



THE OLD PEOPLE'S HOME ON UPPER MAIN STREET.

Photo by Boyer.

Nantucket Island, Massachusetts



STATELY MANSIONS ON MAIN STREET.



RESIDENTIAL MAIN STREET DELIGHTS IN ITS "COBBLES."



FROM THE TOP OF RED MEN'S HALL

Photo By Davidson

# Nantucket Island, Massachusetts



"CHURCHHAVEN" ON THE LEFT. "WALLACE HALL" ON THE RIGHT.



A VIEW FROM THE "WALK" ON THE PACIFIC CLUB BUILDING



THE "UPPER SQUARE" AT THE BANK STEPS.

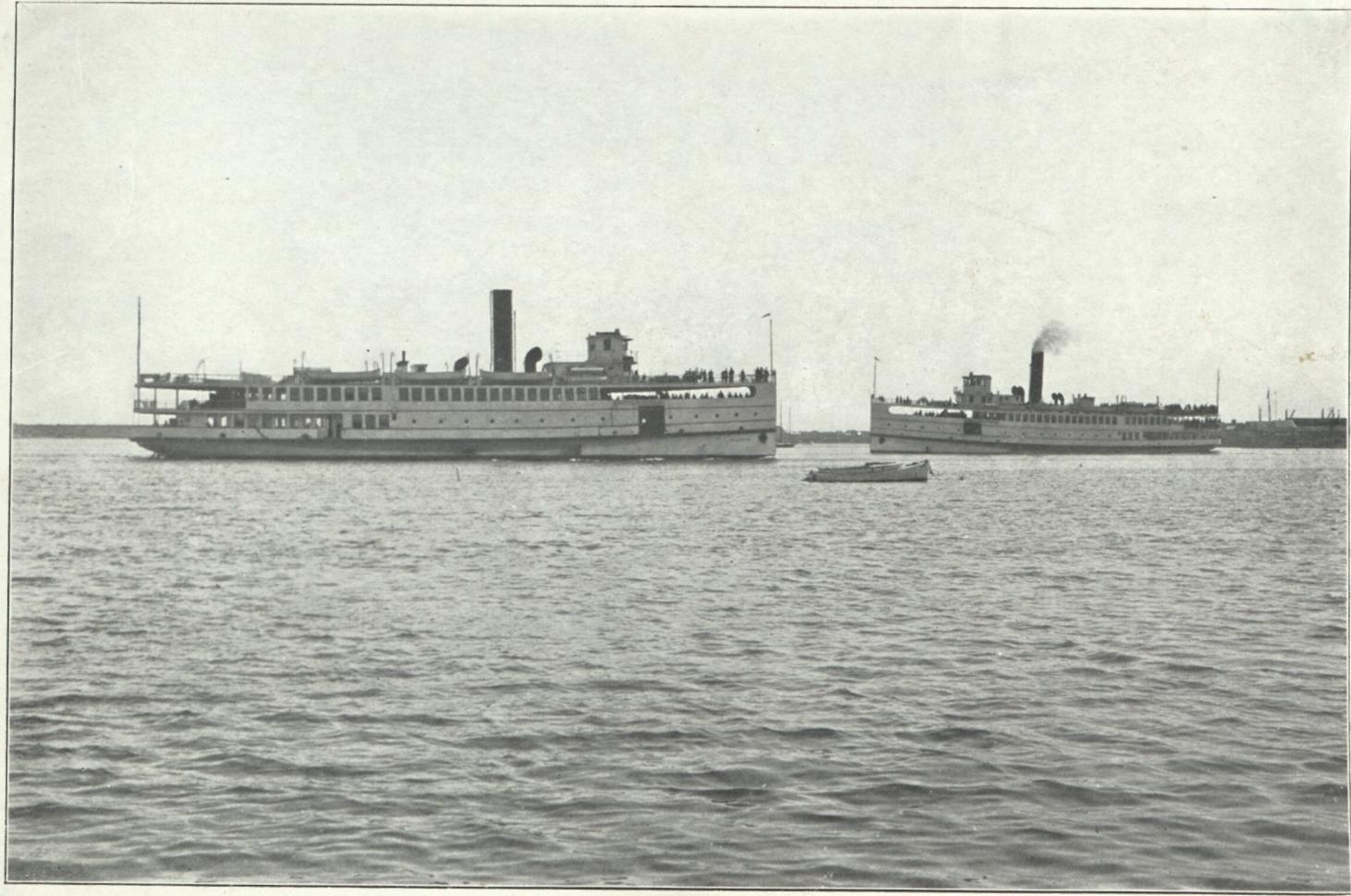
# Nantucket Island, Massachusetts



"THE PATCH" AN ATTRACTIVE SPOT ON UNION STREET.



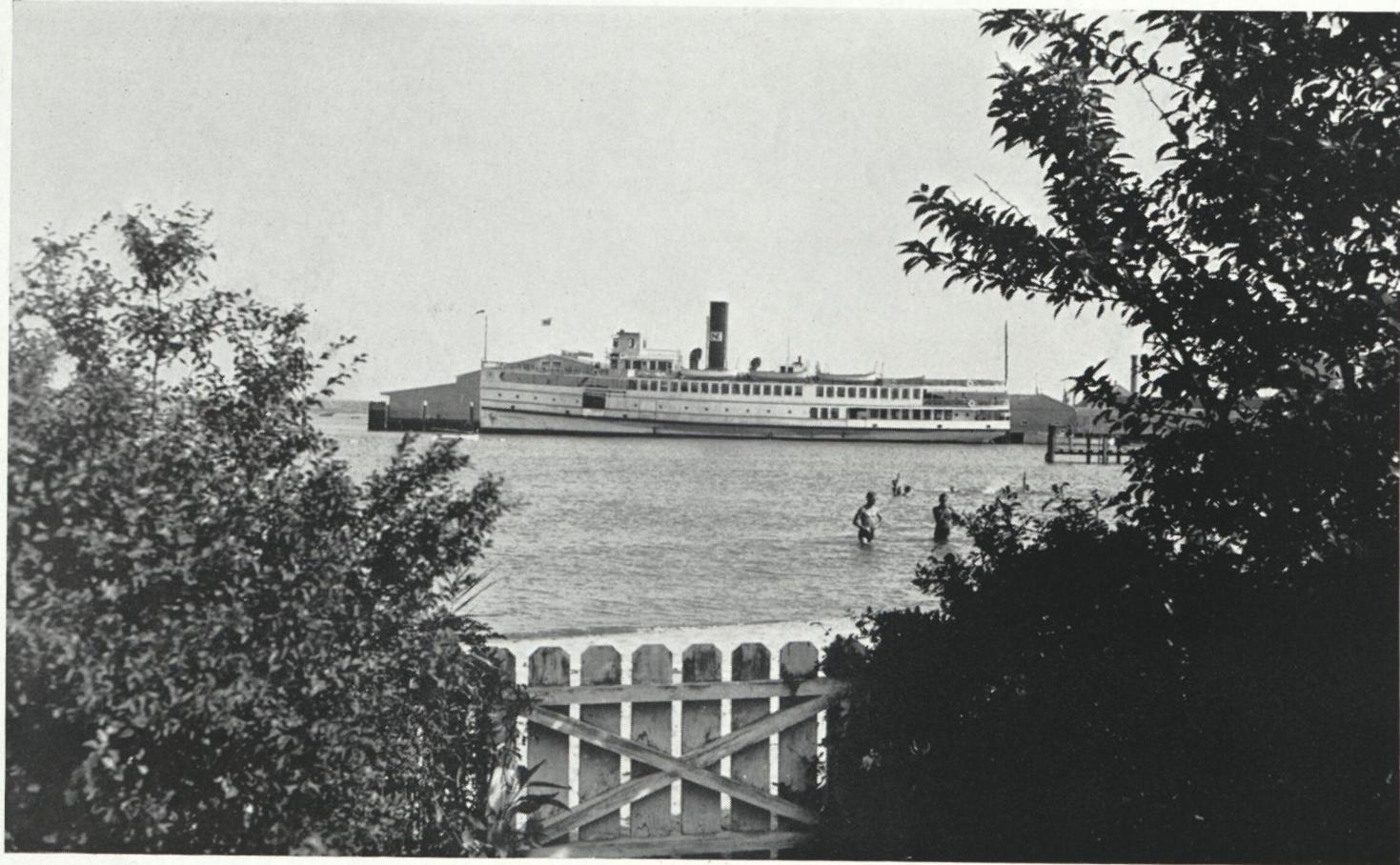
THE "GOLDEN DOME" PEERS ABOVE THE HOUSE-TOPS ONTO UNION STREET.



THE "SISTER STEAMERS" ISLANDER AND NOBSKA PASSING INSIDE OF BRANT POINT.



THE OLD STEAMER "ISLAND HOME" IN THE ICE OFF BRANT POINT IN THE WINTER OF 1893.



A VISTA FROM THE "WHITE ELEPHANT"

Nantucket Island, Massachusetts



STEAMER NAUSHON BID FAREWELL TO NANTUCKET JULY 9, 1942



BRANT POINT AT THE HARBOR ENTRANCE.

Hotel - "White Elephant" Nantucket Island, Massachusetts



A GLANCE THROUGH THE FREIGHT-HOUSE GANGWAY.



OUTWARD BOUND BY "THE POINT"

# Nantucket Island, Massachusetts



A SUMMER AFTERNOON AT BRANT POINT.



THE CONGREGATIONAL CHURCH ON "BEACON HILL" AS SEEN FROM "NORTH SHORE HILL."

Nantucket Island, Massachusetts



26 Main Street  
HOMEWARD BOUND FROM THE CHURCH ON BEACON HILL.



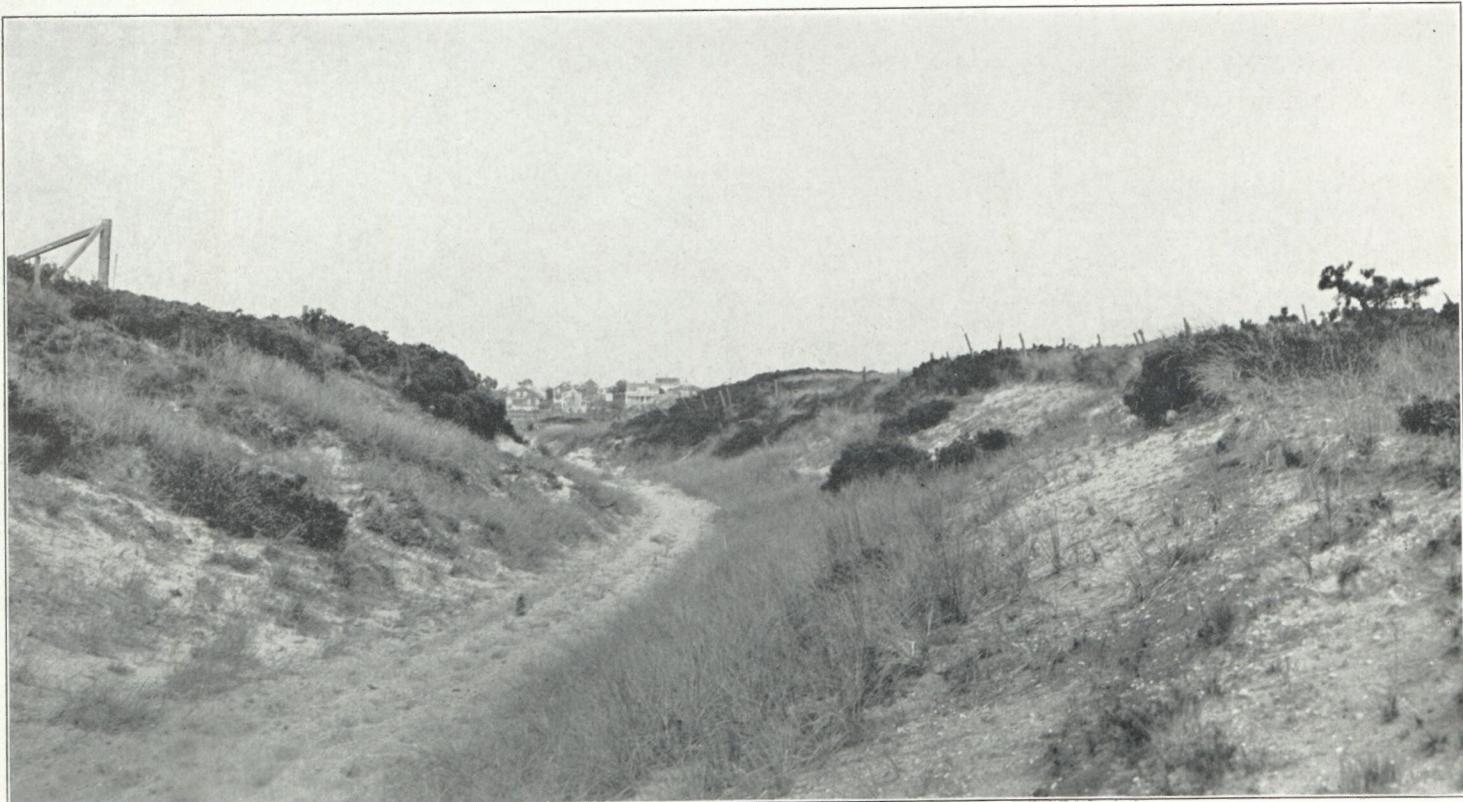
"CHURCH LANE" CONNECTS ACADEMY HILL AND BEACON HILL.

Nantucket Island, Massachusetts



"CHURCH LANE"

Nantucket Island, Massachusetts



THE OLDEST STREET IN NANTUCKET.

Nantucket Island, Massachusetts

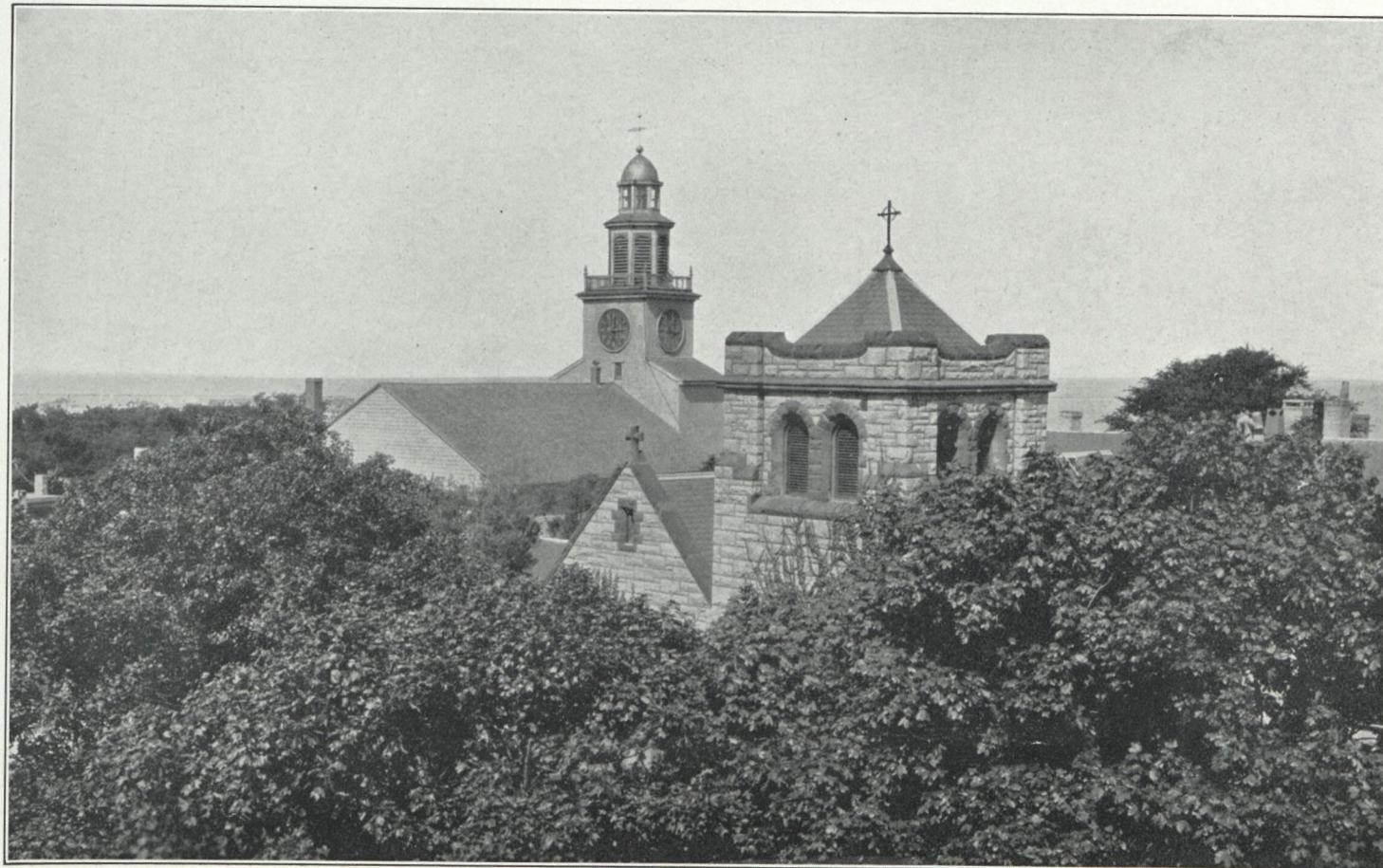


AN UNUSUAL VIEW OF THE CONGREGATIONAL CHURCH.



A FAMILIAR NANTUCKET PICTURE OF OTHER DAYS. SANDY, RUTTED STREETS AND  
THE "BOX WAGON" HAVE BOTH DISAPPEARED.

*Unitarian Church*      Nantucket Island, Massachusetts      *Episcopal Church*



A GLANCE ACROSS THE TREE-TOPS.

Nantucket Island, Massachusetts



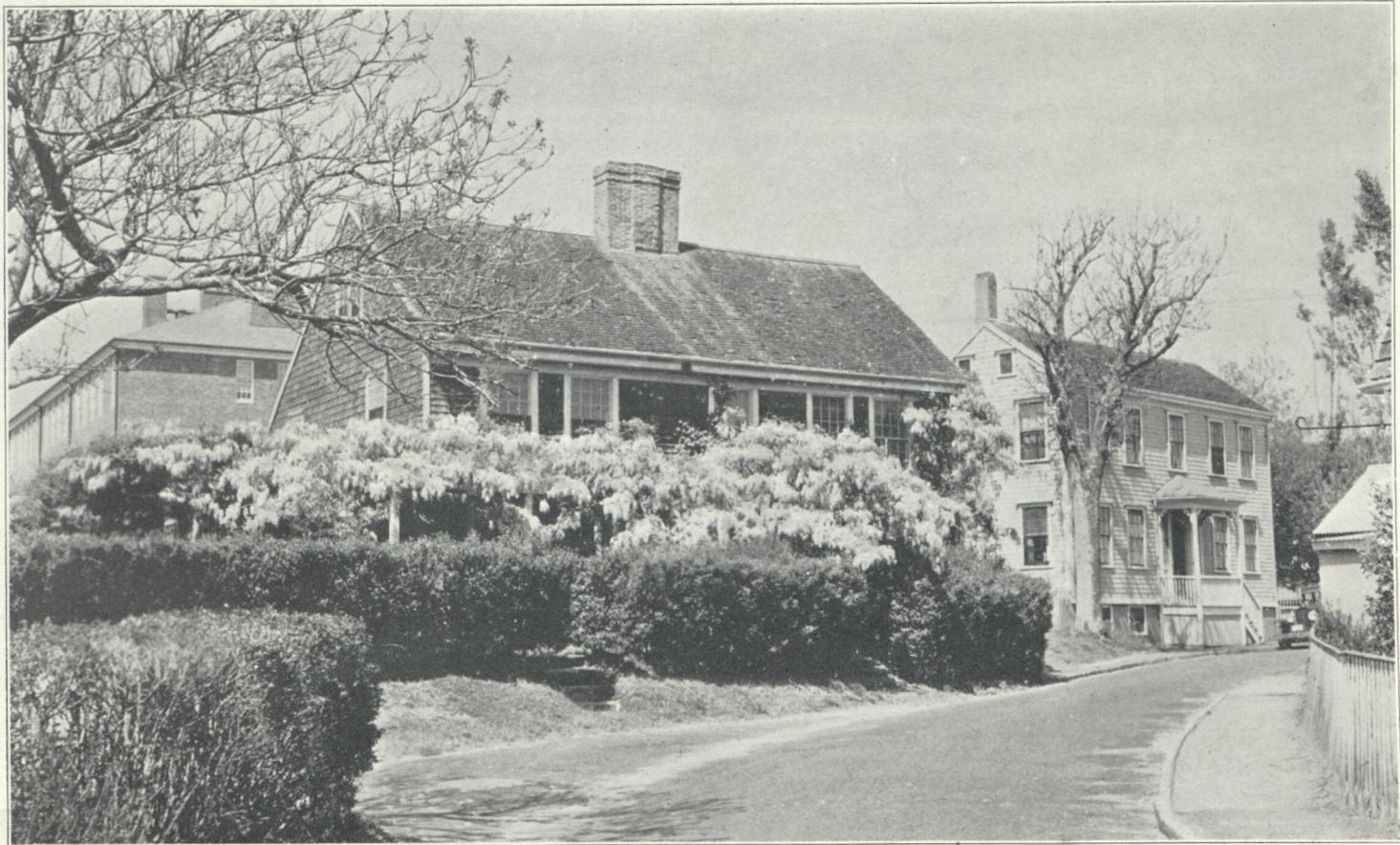
ST. PAUL'S CHURCH IN NANTUCKET

Photo by Davidson

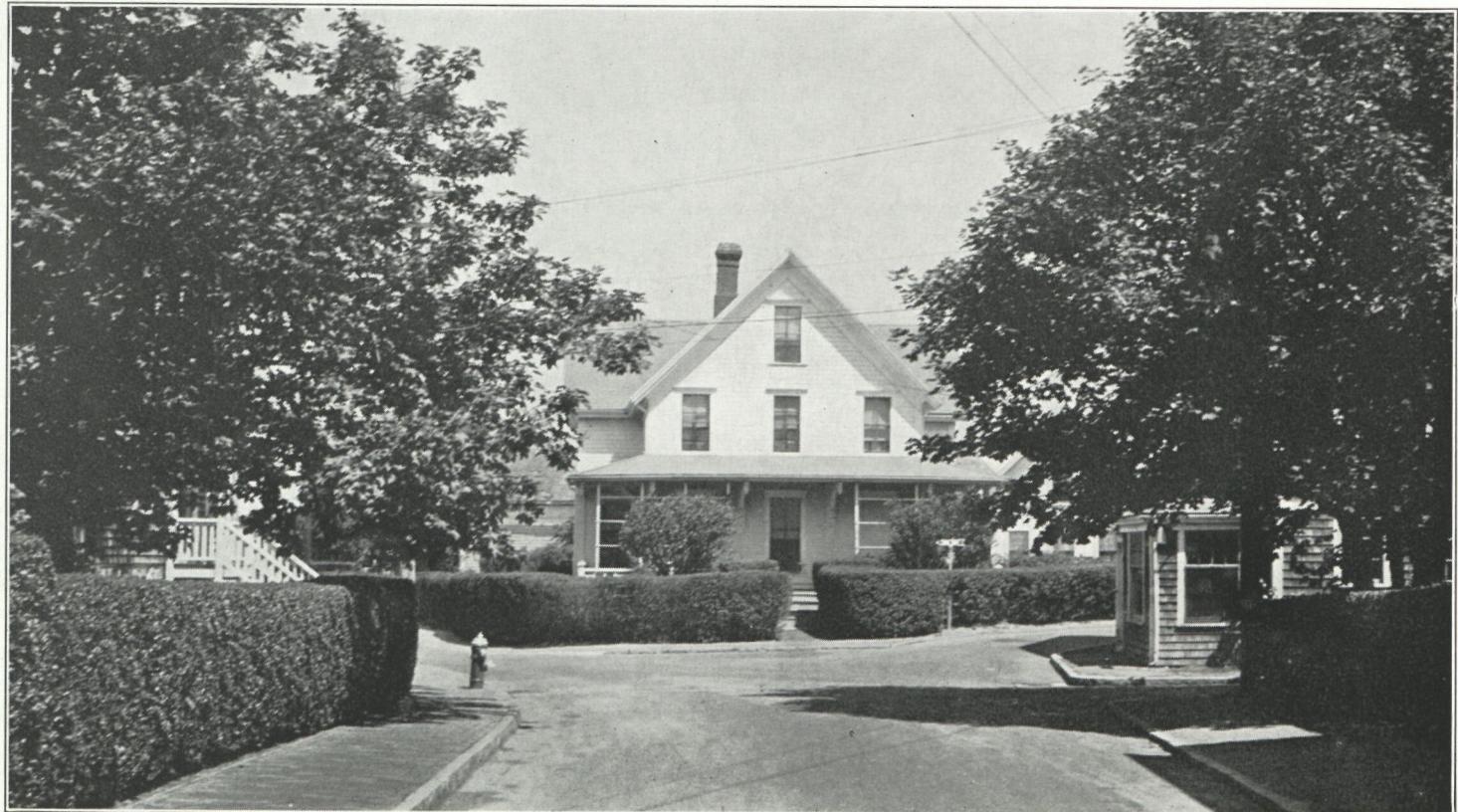
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WHEN WISTARIA BLOSSOMS ON HUSSEY STREET.



WHERE "INDIA STREET" DISAPPEARS WESTWARD.



Photo by Louis Davidson

INDIA STREET HAS TYPICAL "FRONT STEPS."



CENTRE STREET MAKES AN "S" TURN NORTHERLY TOWARDS "NORTH SHORE"



CENTRE STREET ON A QUIET SUNDAY AFTERNOON.

# Nantucket Island, Massachusetts



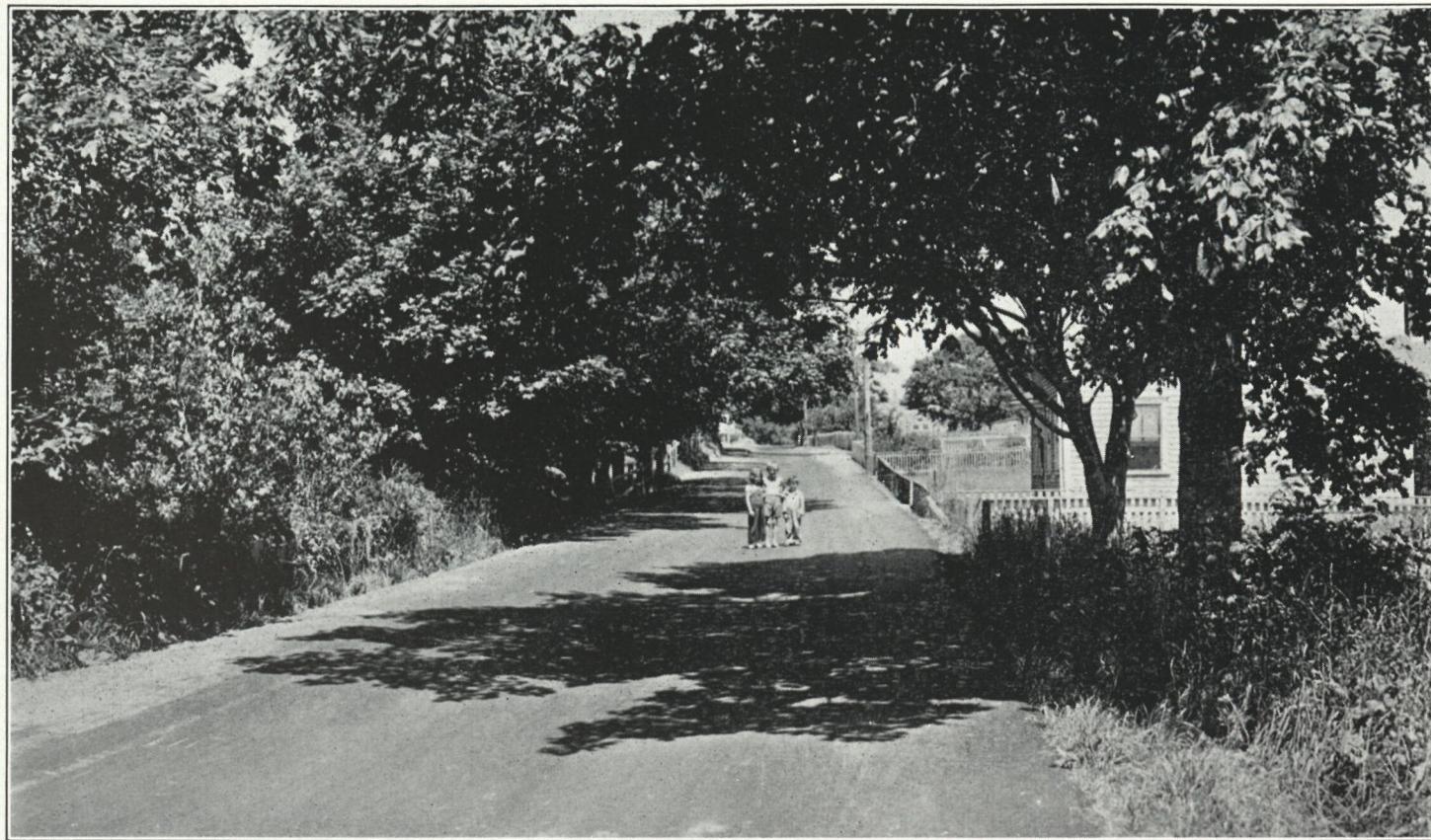
"MOORS END" ON PLEASANT STREET

*Photo by Pivirotto.*



SPRINGTIME IN THE HARTLEY YARD ON CENTRE STREET.

Nantucket Island, Massachusetts



LOWER PLEASANT STREET WITH NO TRAFFIC

Nantucket Island, Massachusetts



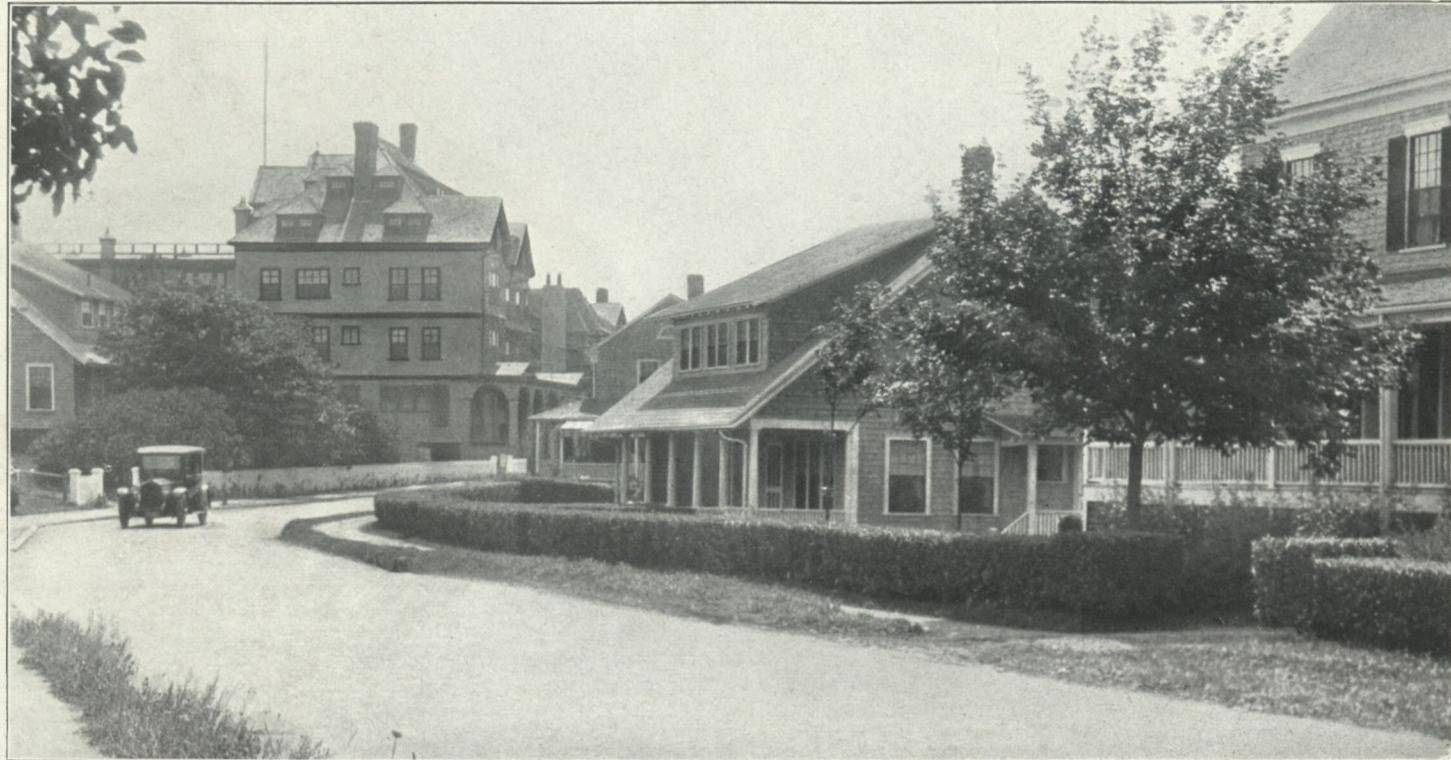
Photo by Louis Davidson

ALONG THE WEST SIDE OF PLEASANT STREET.

1916 SEPTEMBER 1916



TWO TYPES OF NANTUCKET DWELLINGS ON QUINCE STREET



LOOKING SOUTH ALONG CLIFF ROAD TOWARDS SEA CLIFF HOTEL

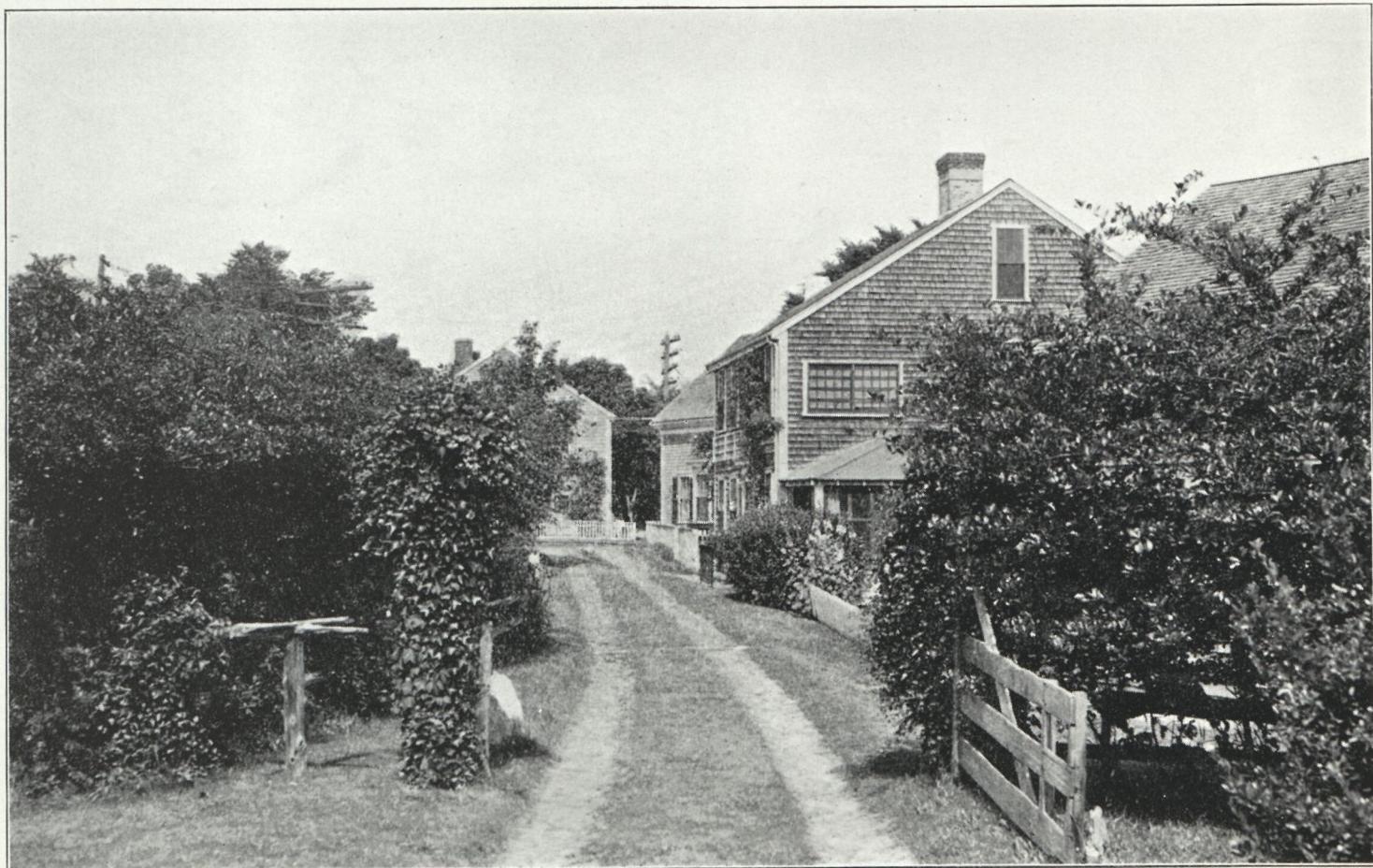


"SEA CREST" ON THE CLIFF.

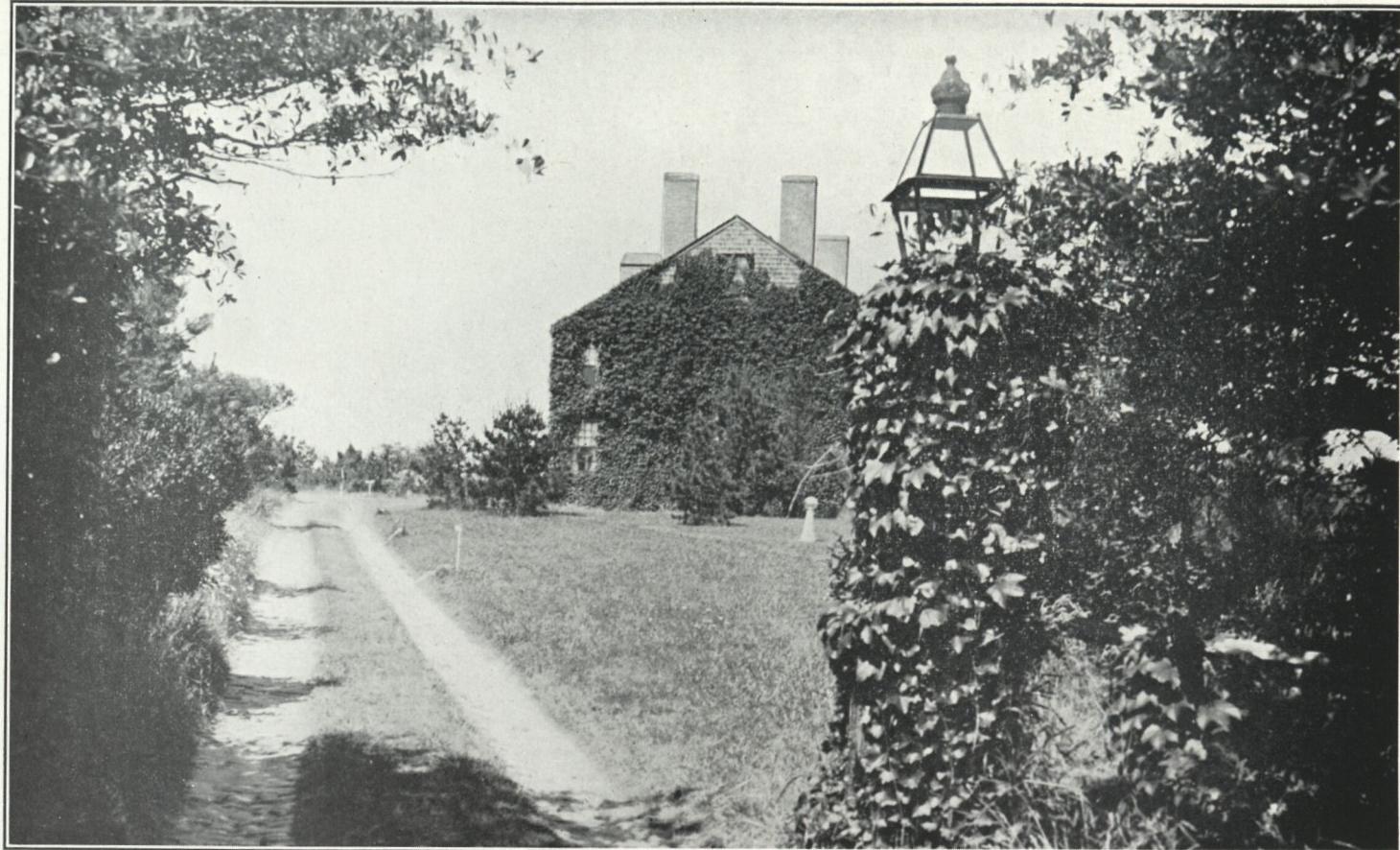


AN ATTRACTIVE PICTURE FROM CLIFF ROAD

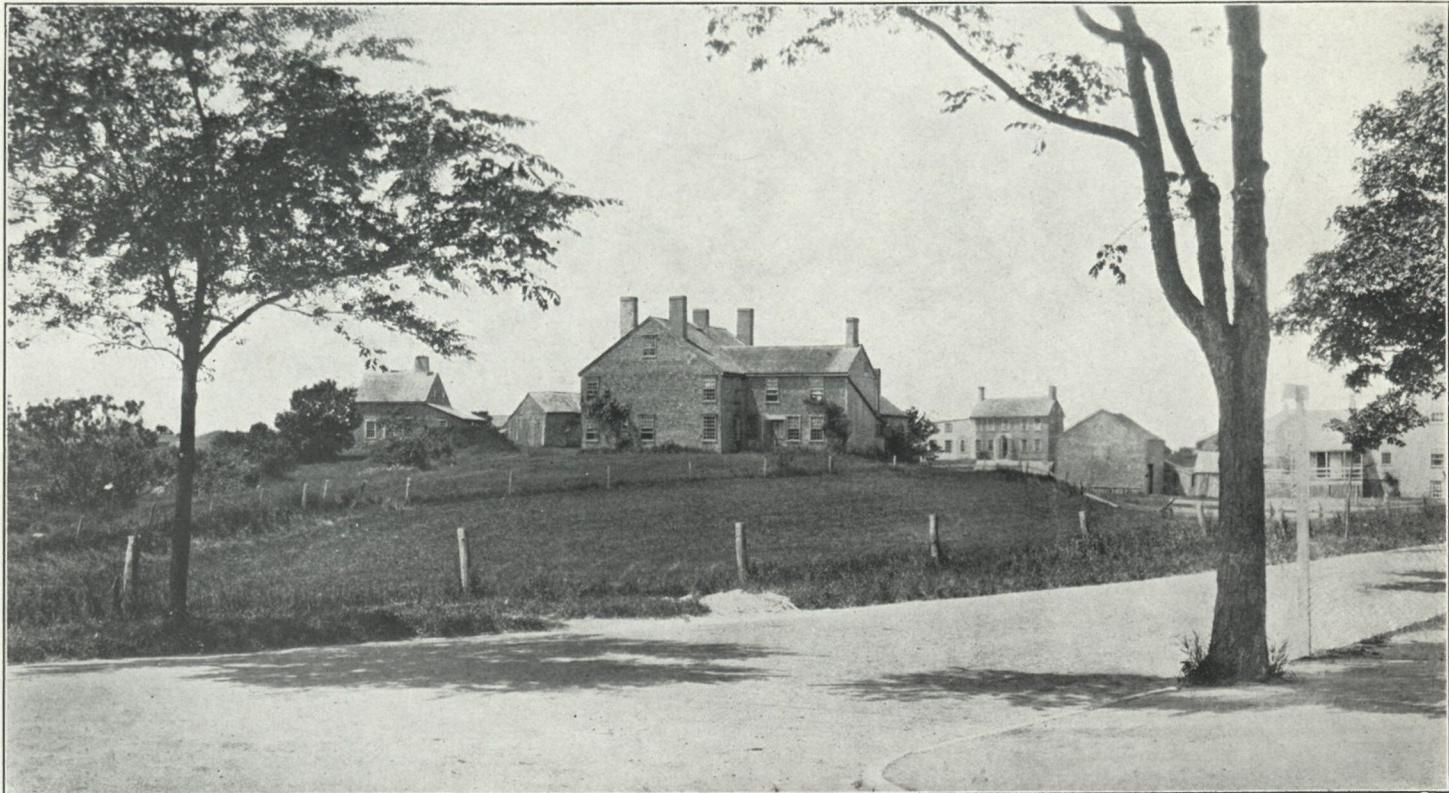
Nantucket Island, Massachusetts



LEADING DOWN FROM GULL ISLAND.



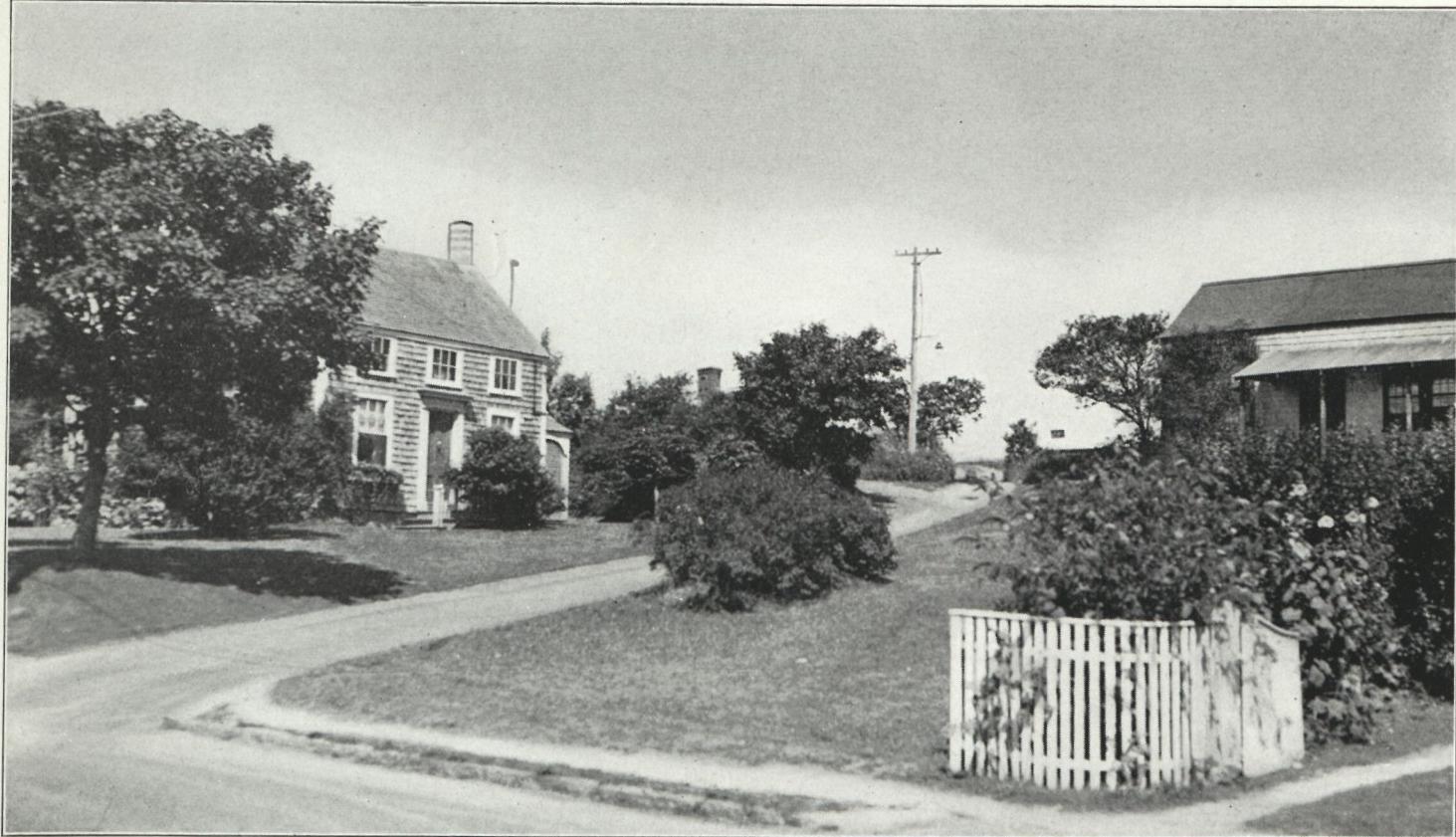
THE APPROACH TO "GULL ISLAND"



"GULL ISLAND" IS ONE OF THE DISTINCTIVE PLACES ON NANTUCKET.



AN OLD-TIME HAYING SCENE IN LILY POND MEADOW.

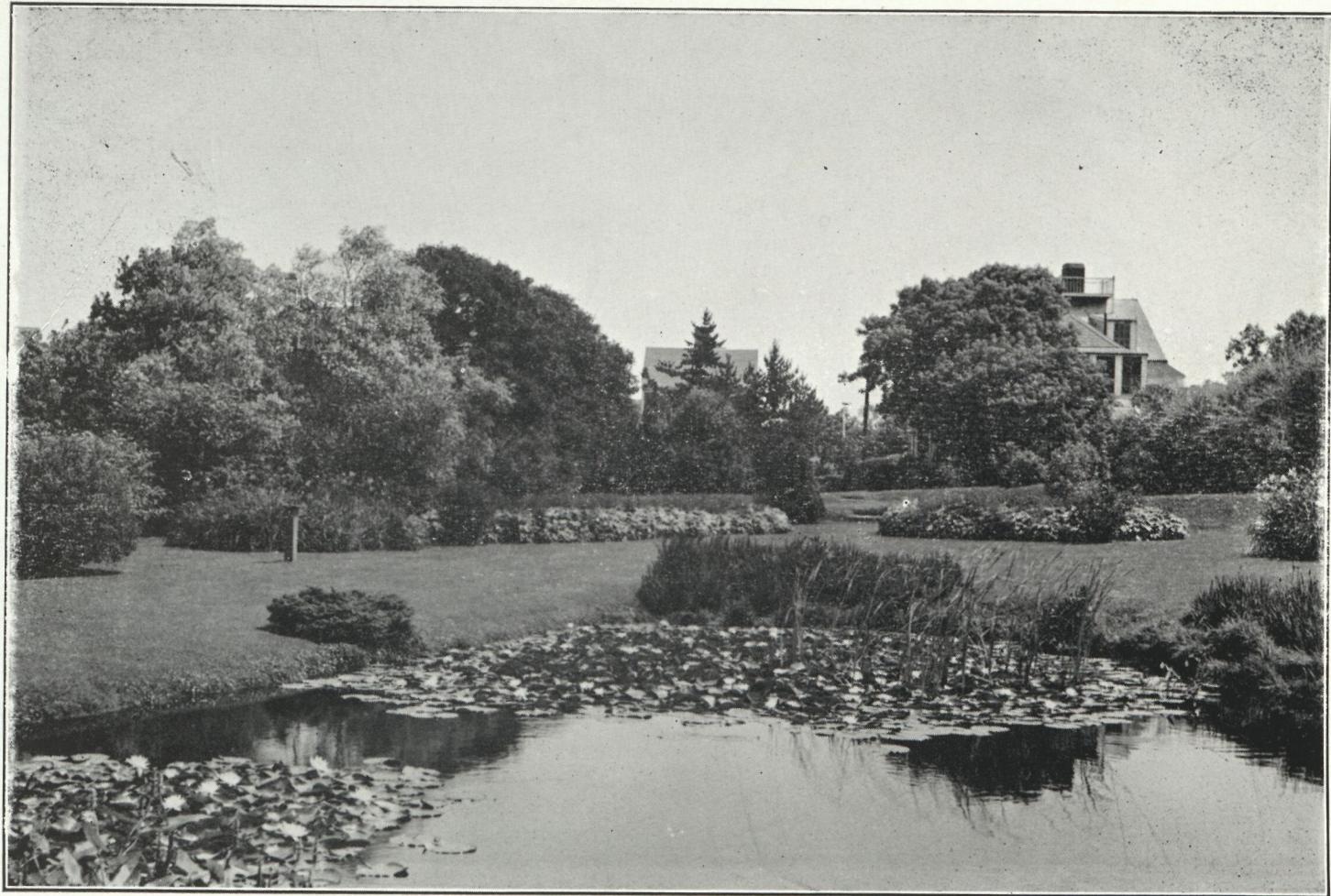


SUNSET HILL STREET BRANCHES OFF FROM WEST CHESTER.



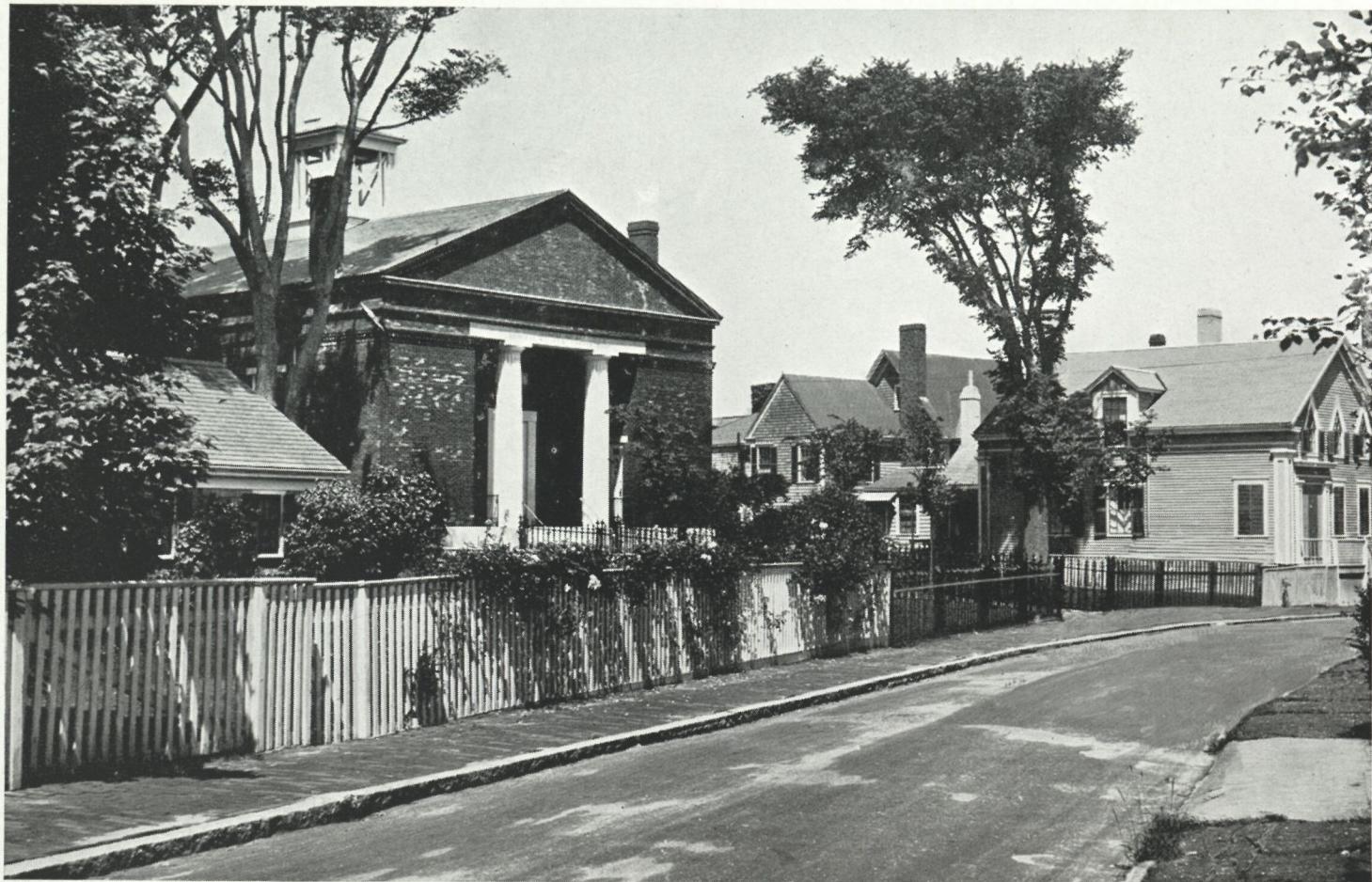
JUNCTION OF LILY STREET AND "EGYPT."

Photo by Davidson



ONCE A BEAUTIFUL BACK-YARD PICTURE.

Nantucket Island, Massachusetts



THE COFFIN SCHOOL FRONTS WINTER STREET

# Nantucket Island, Massachusetts

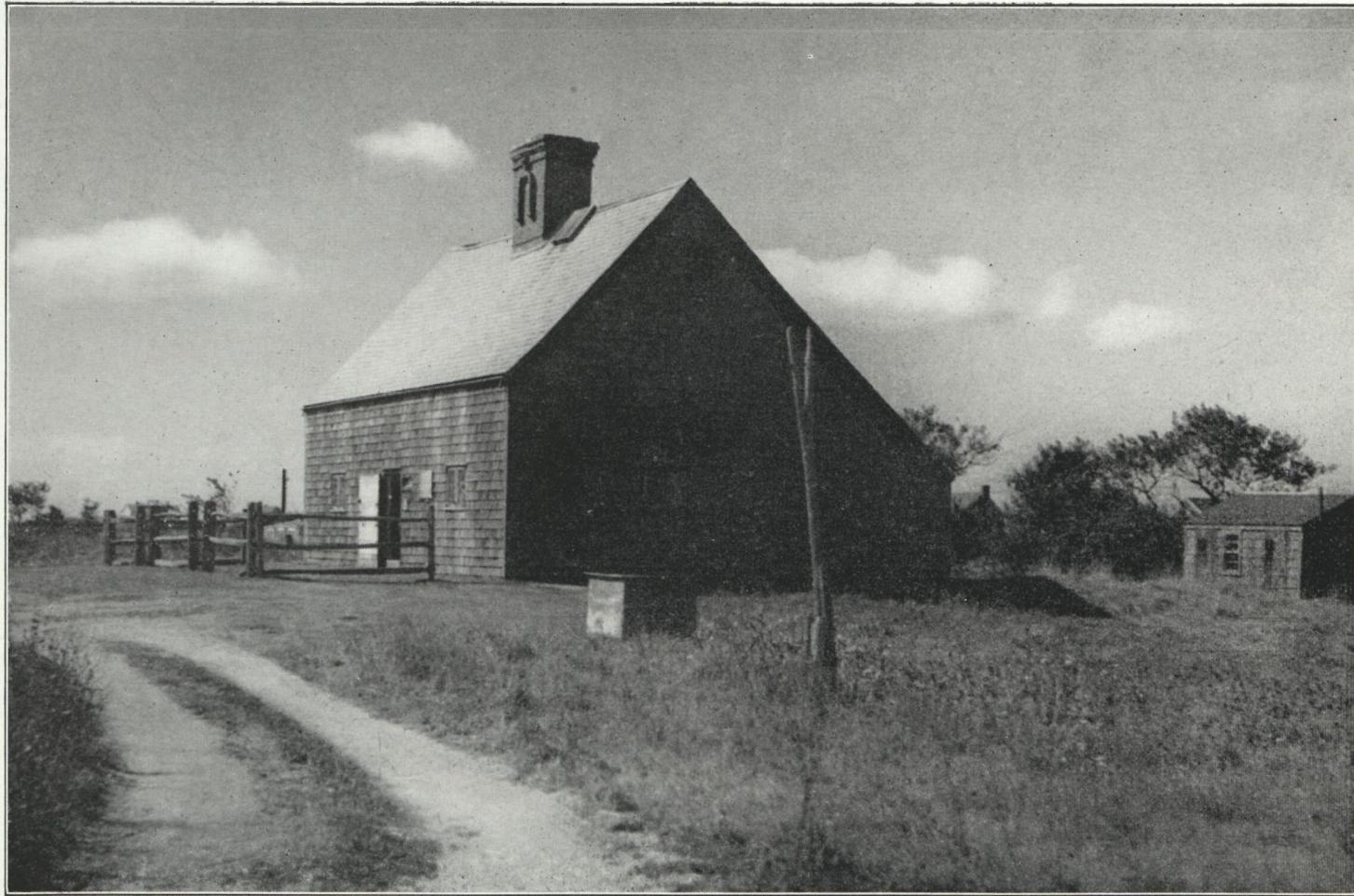


MARTINS LANE—THE NARROWEST STREET IN TOWN.



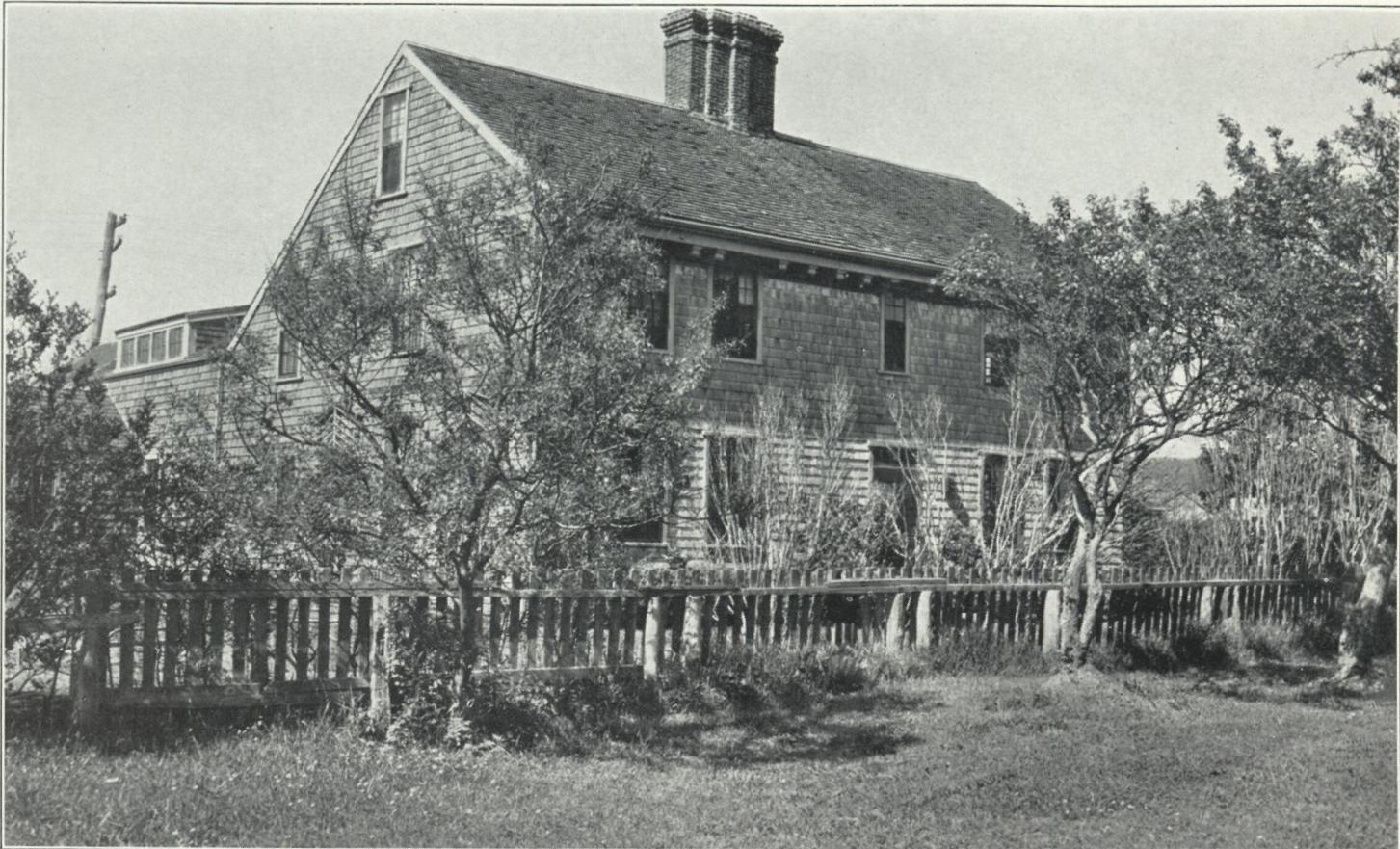
WHY WAS THIS STREET CALLED "TATTLE COURT?"

Photo by Davidson

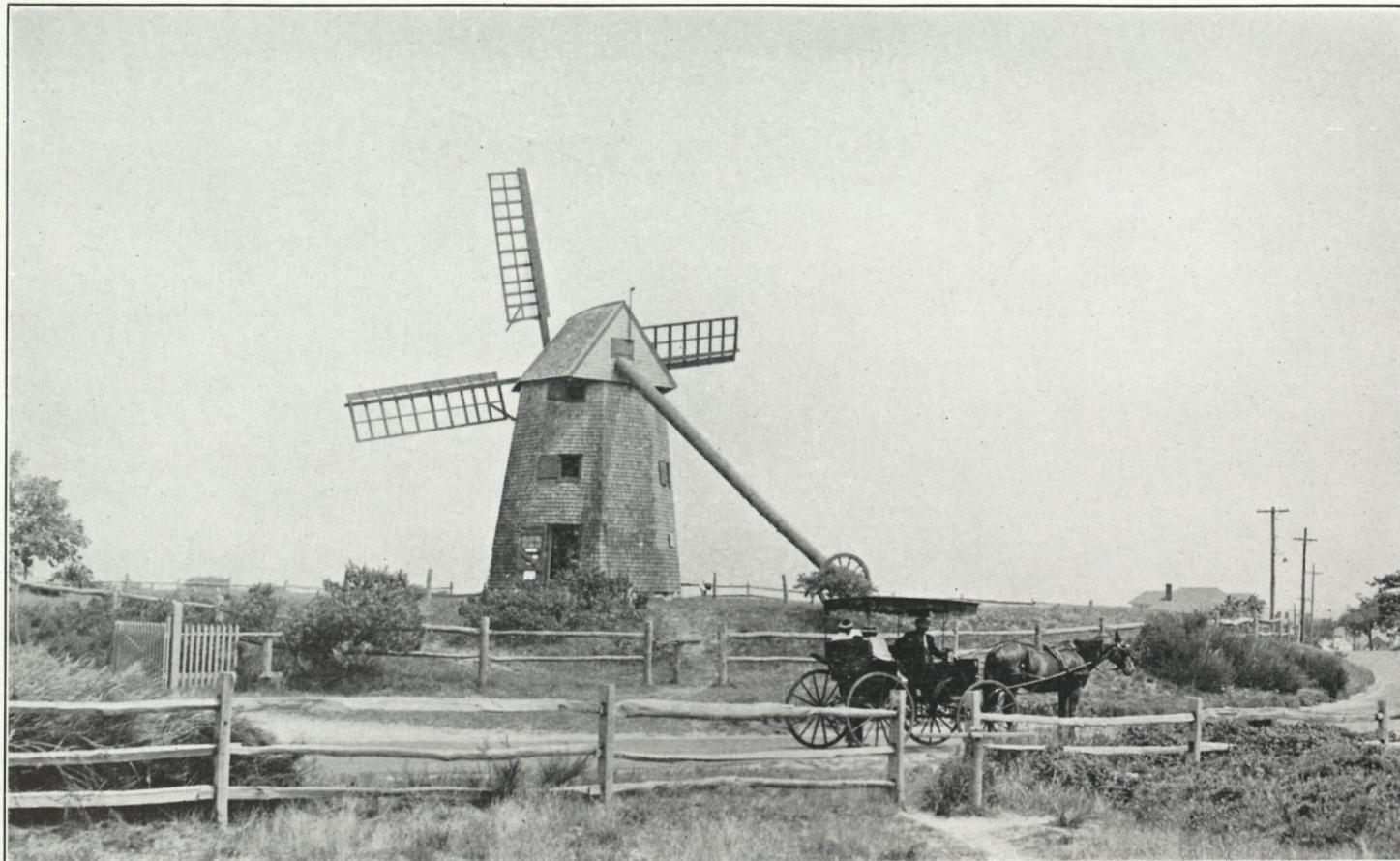


THE OLDEST HOUSE ON NANTUCKET, BUILT IN 1686.

Photo by Fee



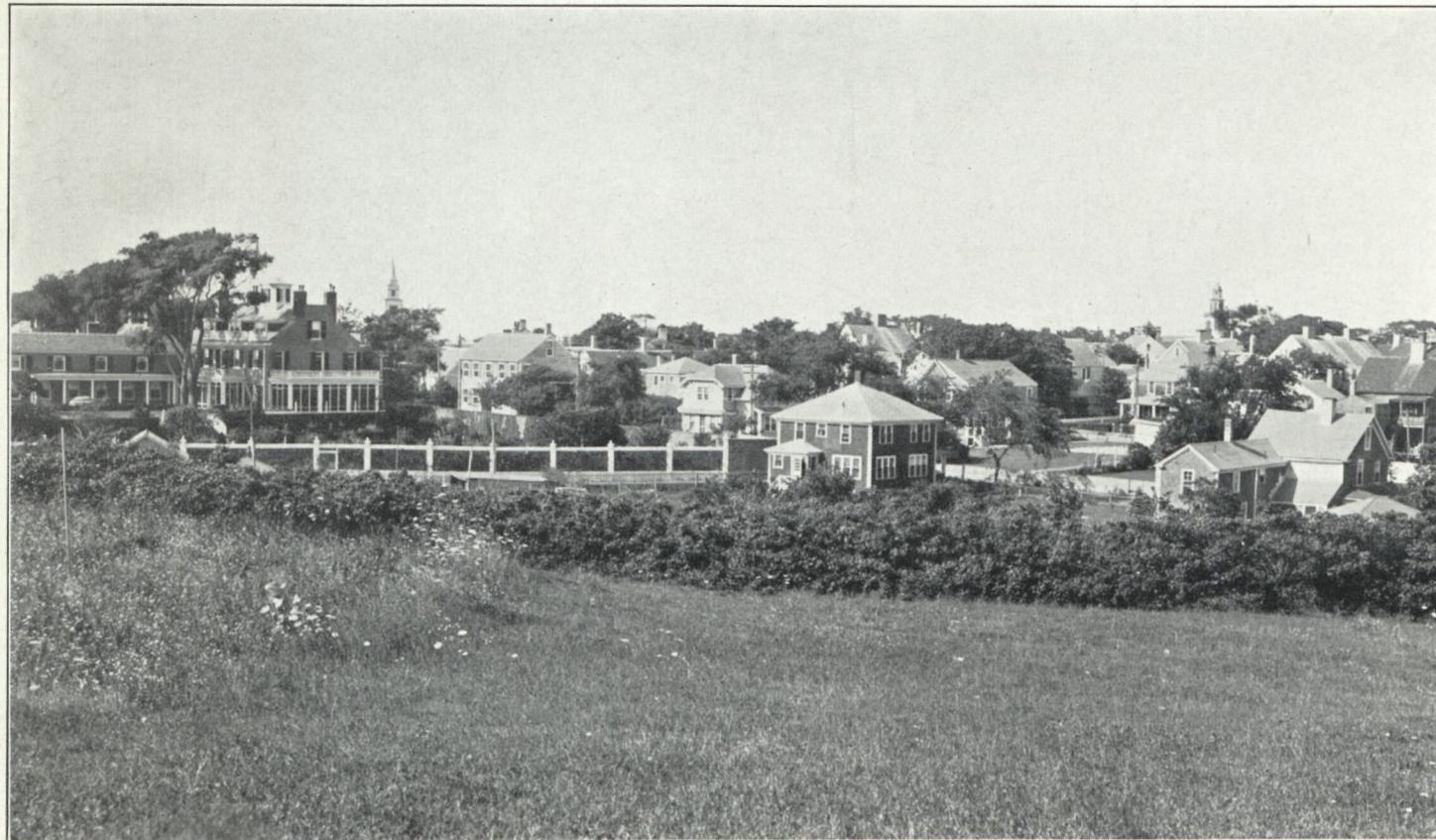
THE MAJOR JOSIAH COFFIN HOUSE—BUILT IN 1724.



THE HORSE AND SURREY HALTS THAT ITS "FARE" MAY PURCHASE MEAL AT THE OLD MILL.



THE OLD MILL GRINDS CORN IN SUMMER AND MAINTAINS A LONELY VIGIL IN WINTER'S SNOW  
*Nantucket Island, Mass.*



THE TOWN FROM MILL HILL.

# Nantucket Island, Massachusetts



A GROUP OF ARTISTS ON MILL HILL.



MILL STREET, AT THE FOOT OF "NEW DOLLAR LANE."

*Maria Mitchell Observatory*

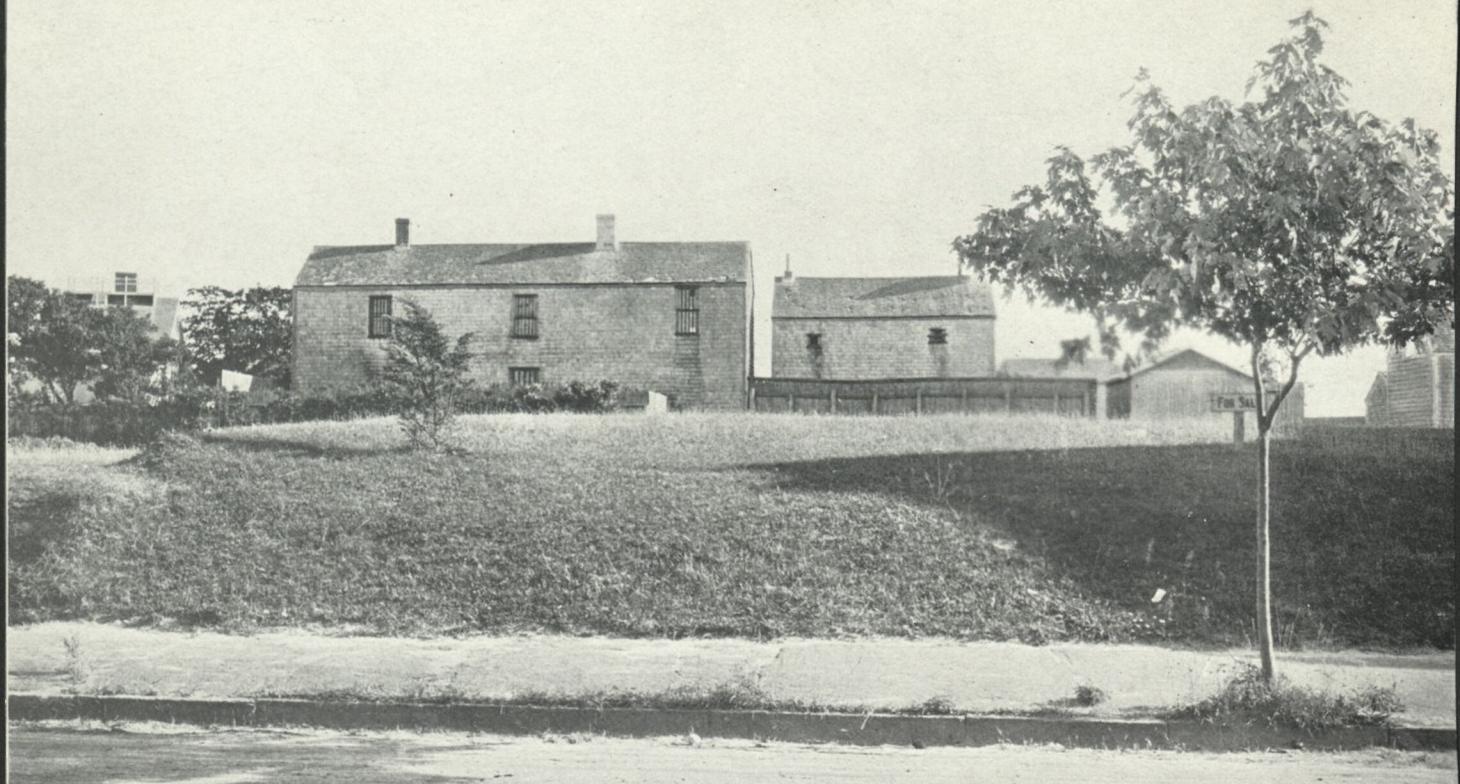


VESTAL STREET WAS AT ONE TIME "JAIL LANE."



WHY WAS THIS CALLED "SILVER STREET?"

Photo by Davidson



NANTUCKET'S "HOUSE OF CORRECTION" (on left) AND JAIL (on right).  
INTERESTING ONLY BECAUSE HISTORIC AND RARELY USED.



THE FOLGER MANSION ON CENTRE STREET -- NANTUCKET'S ONLY THREE STORY RESIDENCE.

Photo by Davidson



HILLER'S LANE -- FORMERLY NABBY BAILEY'S LANE



IN AN OLD-FASHIONED GARDEN.

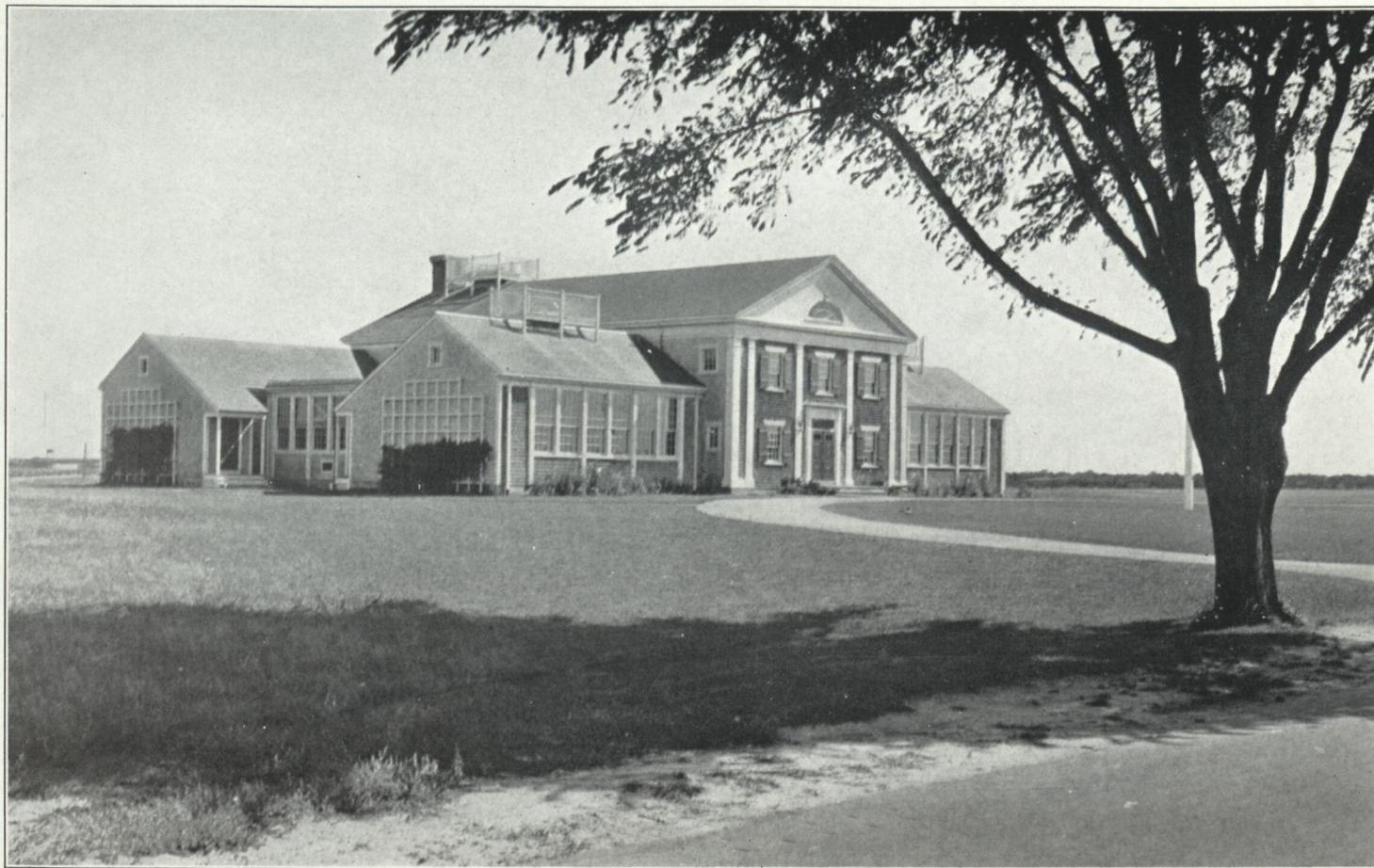
Photo by Boyer.

Nantucket Island, Massachusetts



AN UNUSUAL PICTURE LOOKING UP "STONE ALLEY"

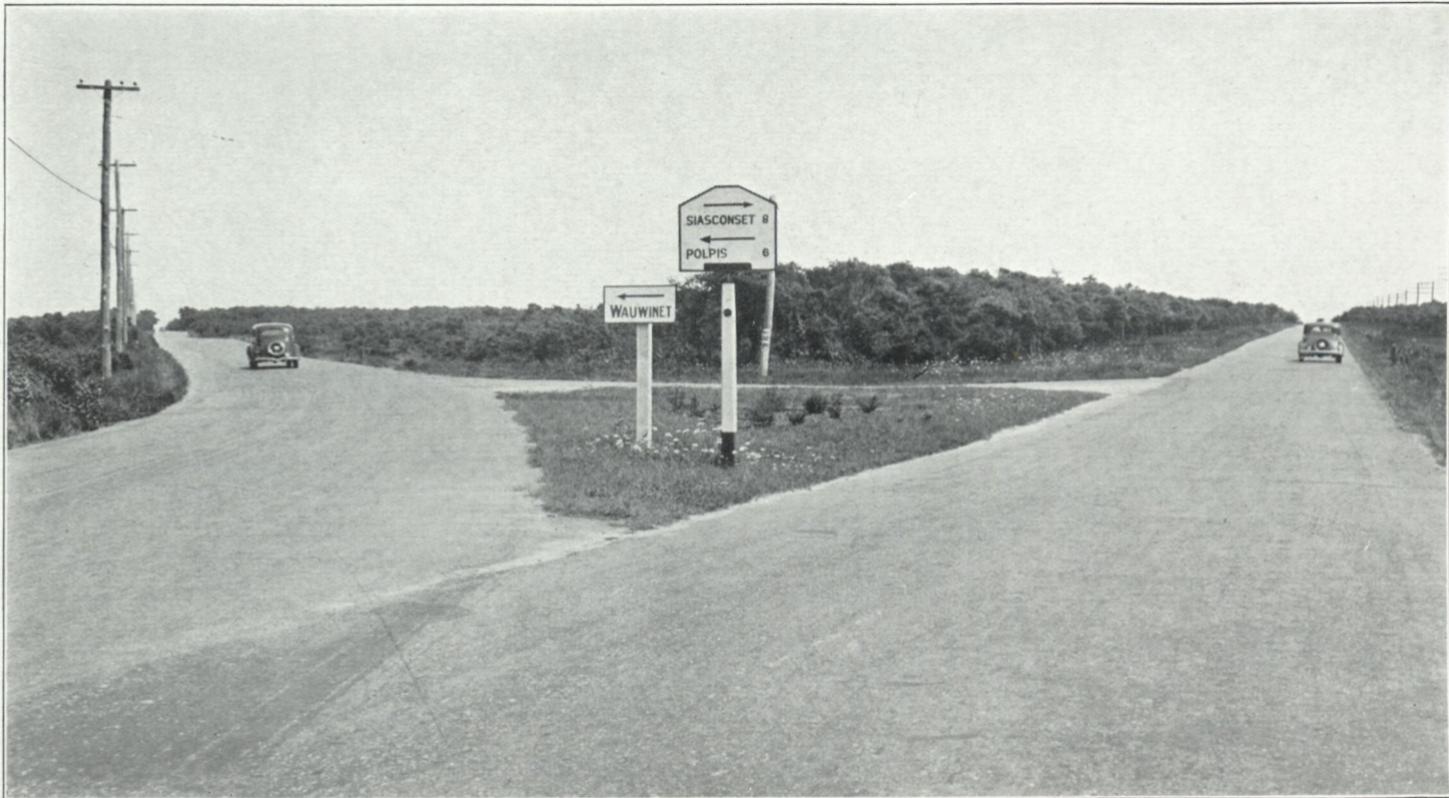
Nantucket Island, Massachusetts



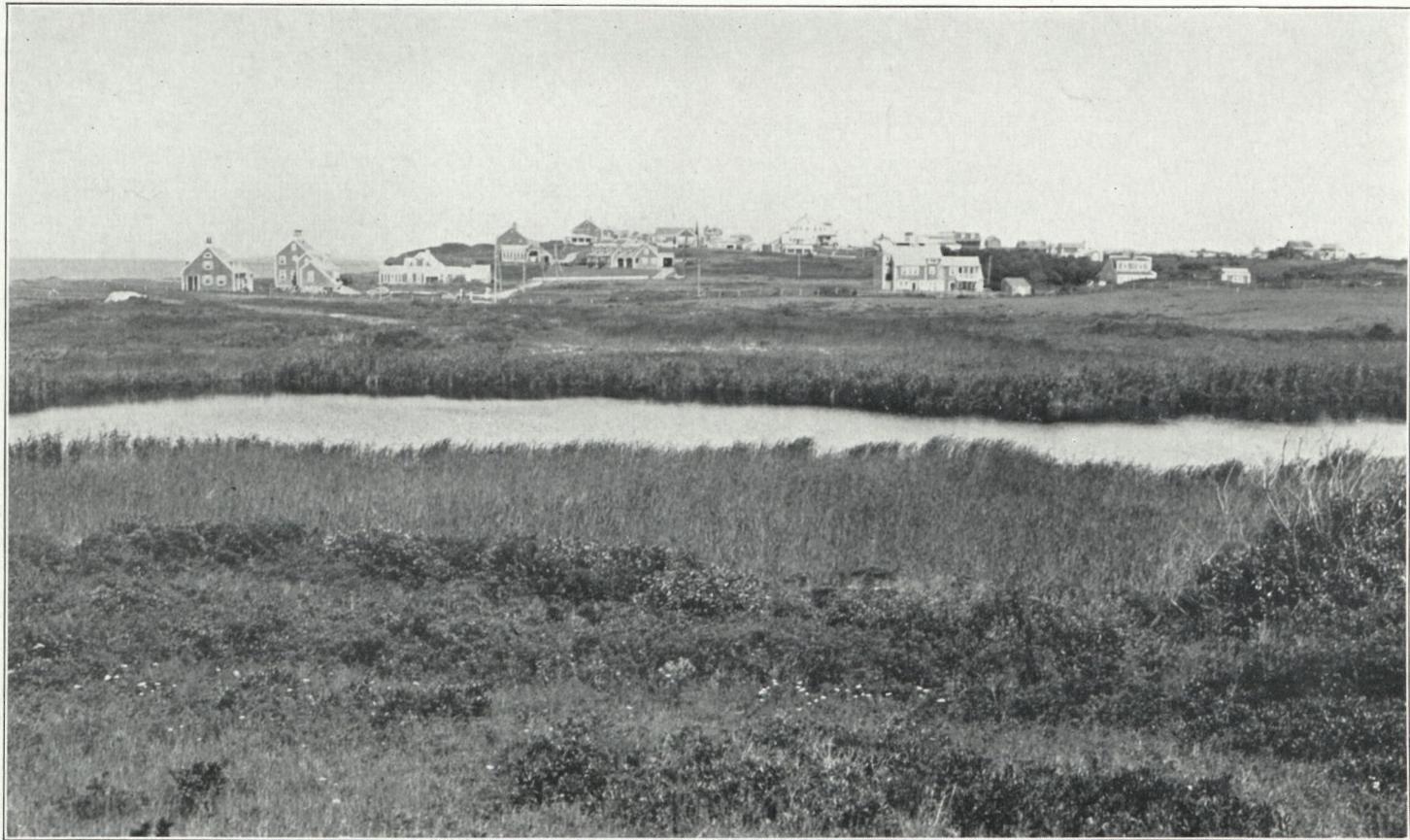
THE CYRUS PEIRCE SCHOOL BUILDING, ATLANTIC AVENUE



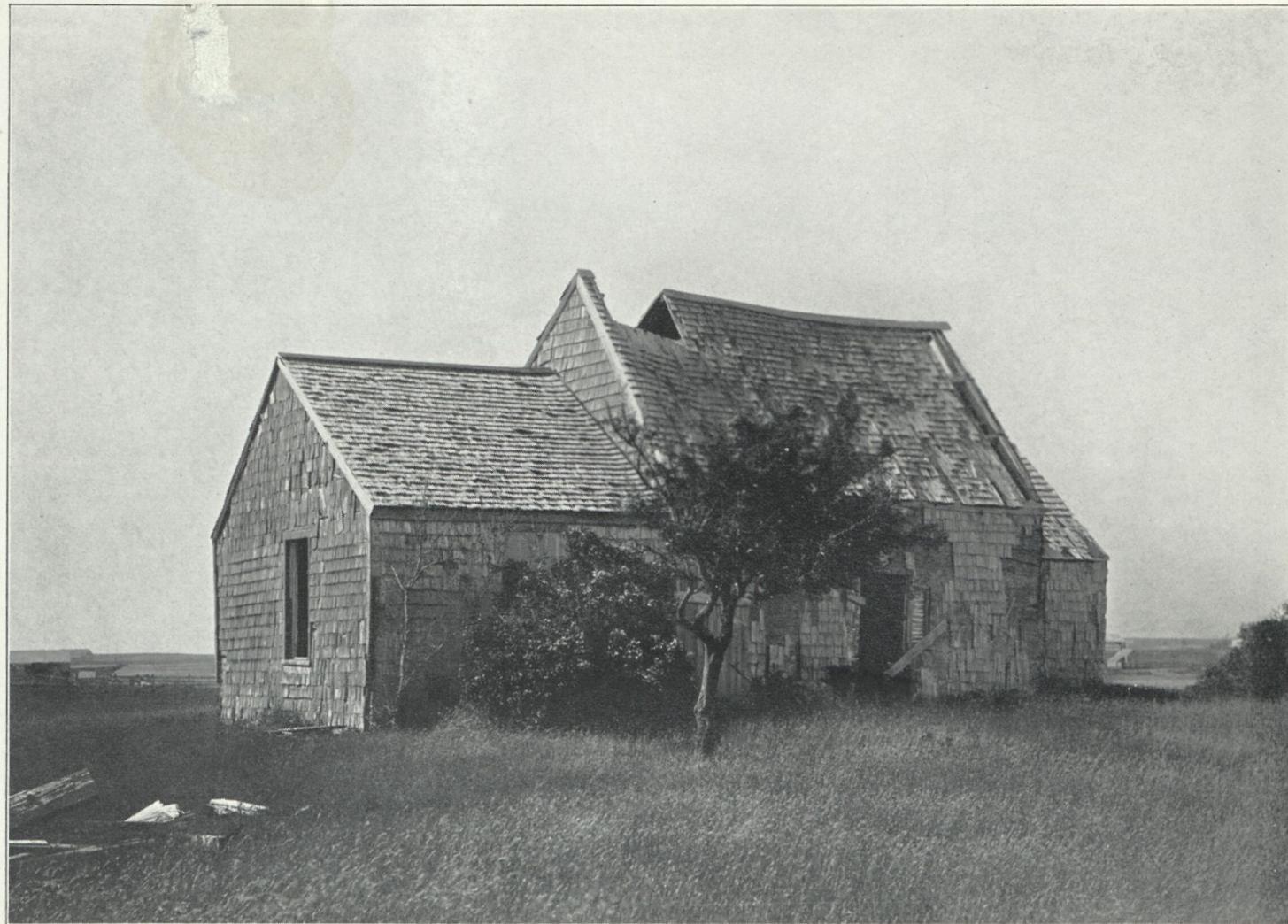
WAITING TO "TEE OFF" AT THE NANTUCKET CLUB-HOUSE.



THE JUNCTION OF THE STATE HIGHWAY AND POLPIS ROAD.



A VIEW ACROSS THE REED POND.



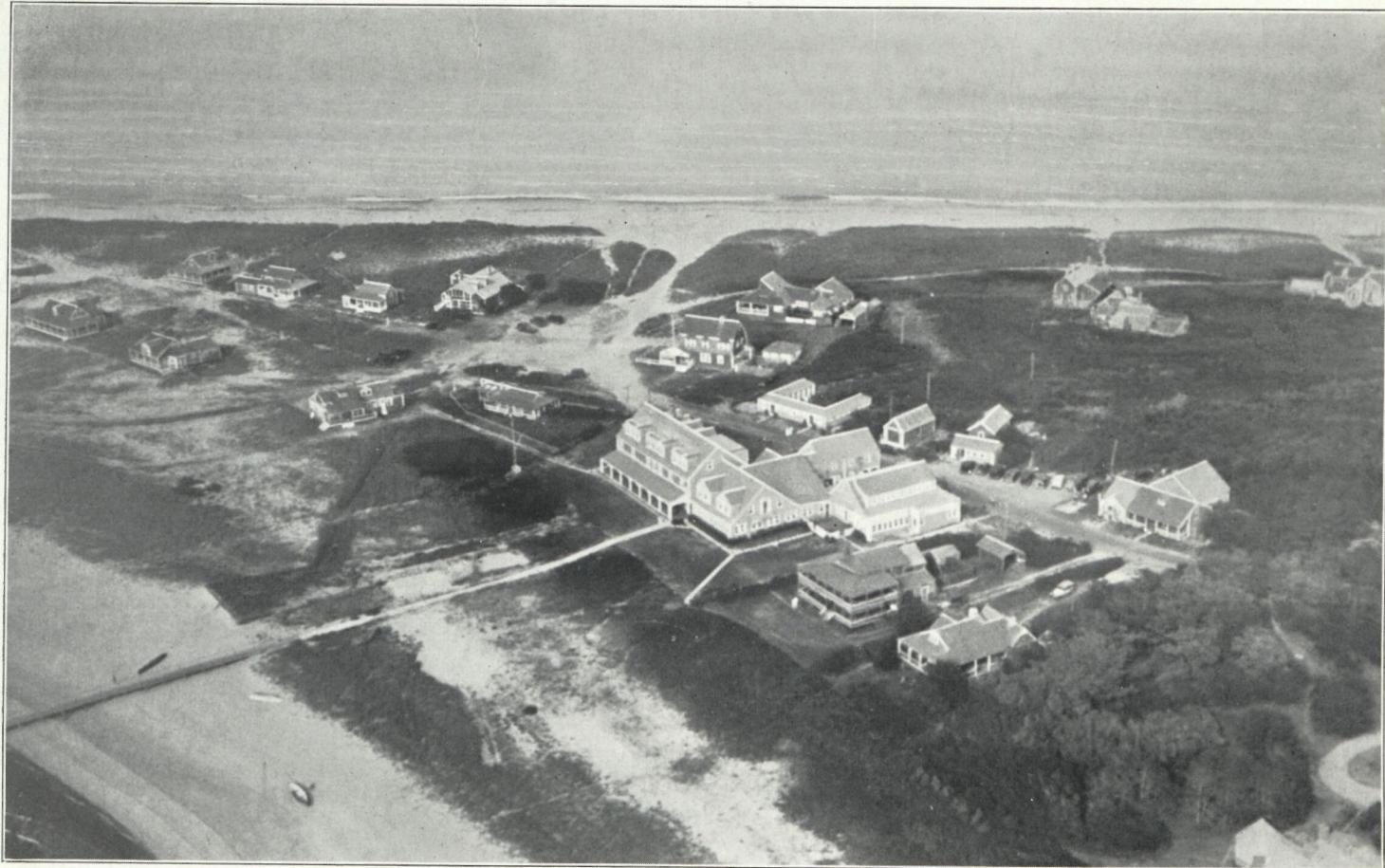
THE OLD SWAIN HOUSE IN POLPIS BEFORE IT COLLAPSED IN 1902.



A GLIMPSE DOWN SHIMMO VALLEY



"EATFIRE SPRING," ON THE ROAD TO WAUWINET

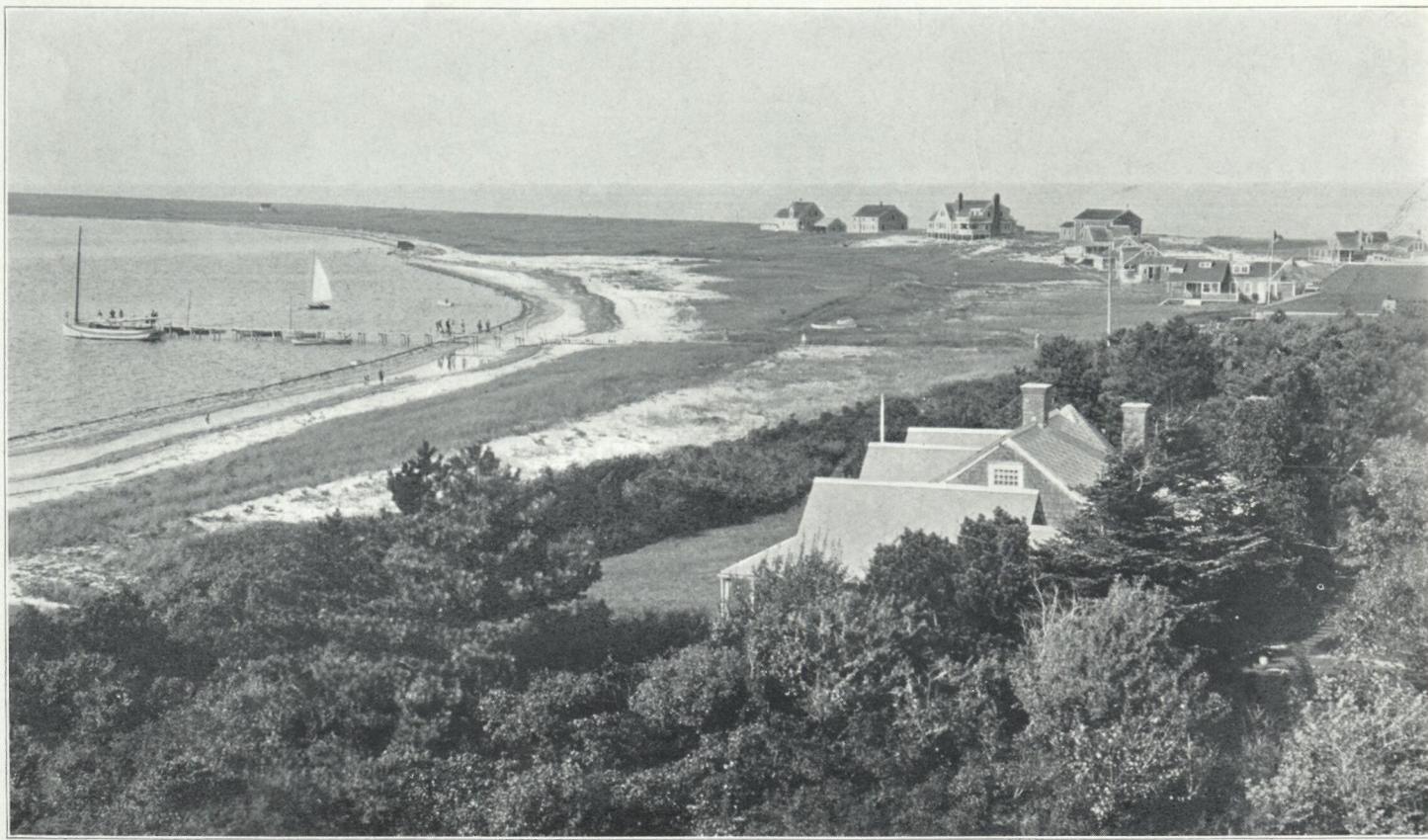


A VIEW OF WAUWINET FROM THE AIR.



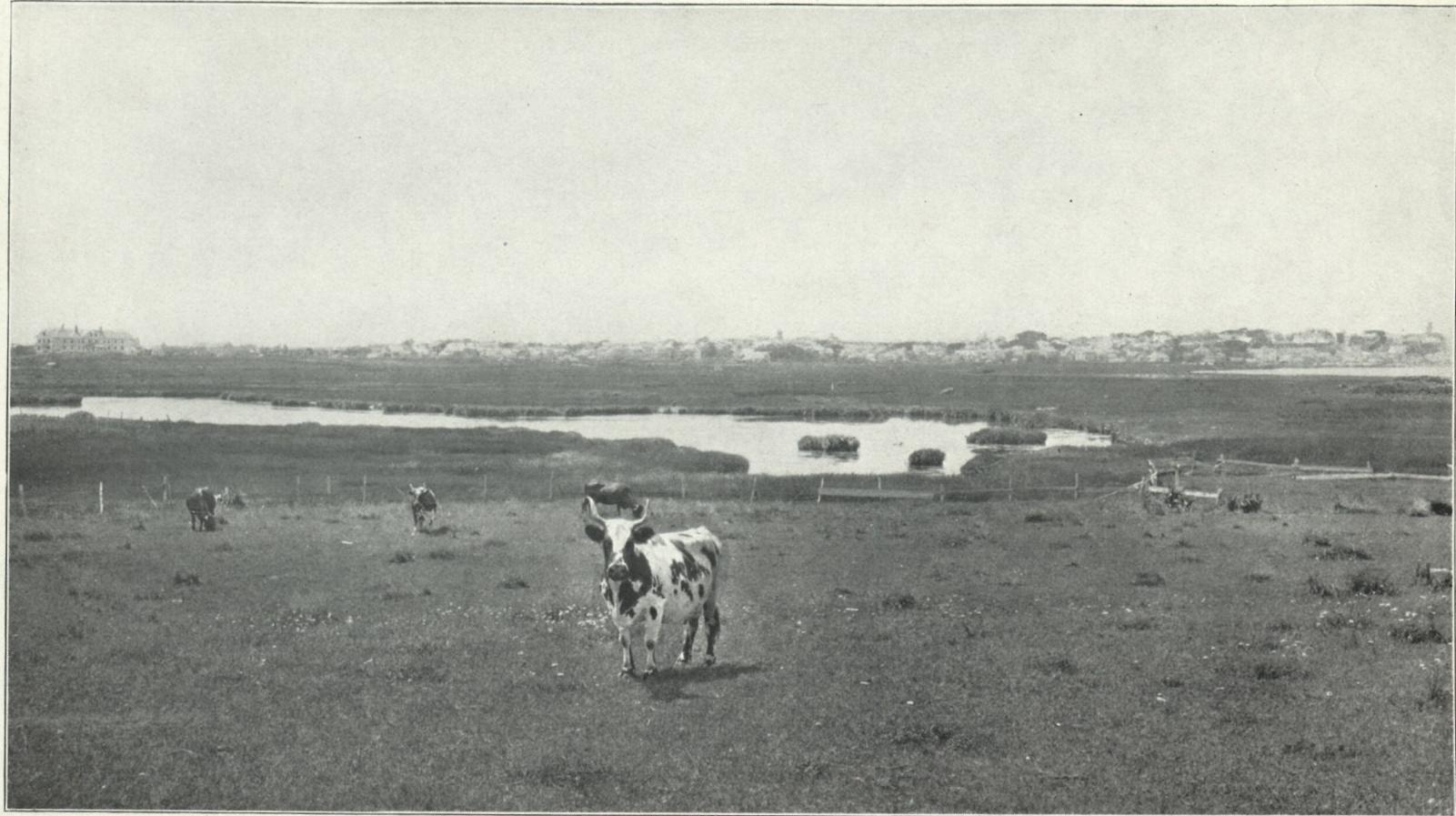
GAUNT SENTINELS OF THE MOORS

*Photo by Dorothy Webster*



A GLIMPSE OF WAUWINET.

*Photo by J. H. Robinson.*



VIEW ACROSS THE MARSHES FROM MONOMOY WITH TOWN IN DISTANCE



A LONE VOYAGER UP ALOFT.

*Photo by Dorothy Webster.*

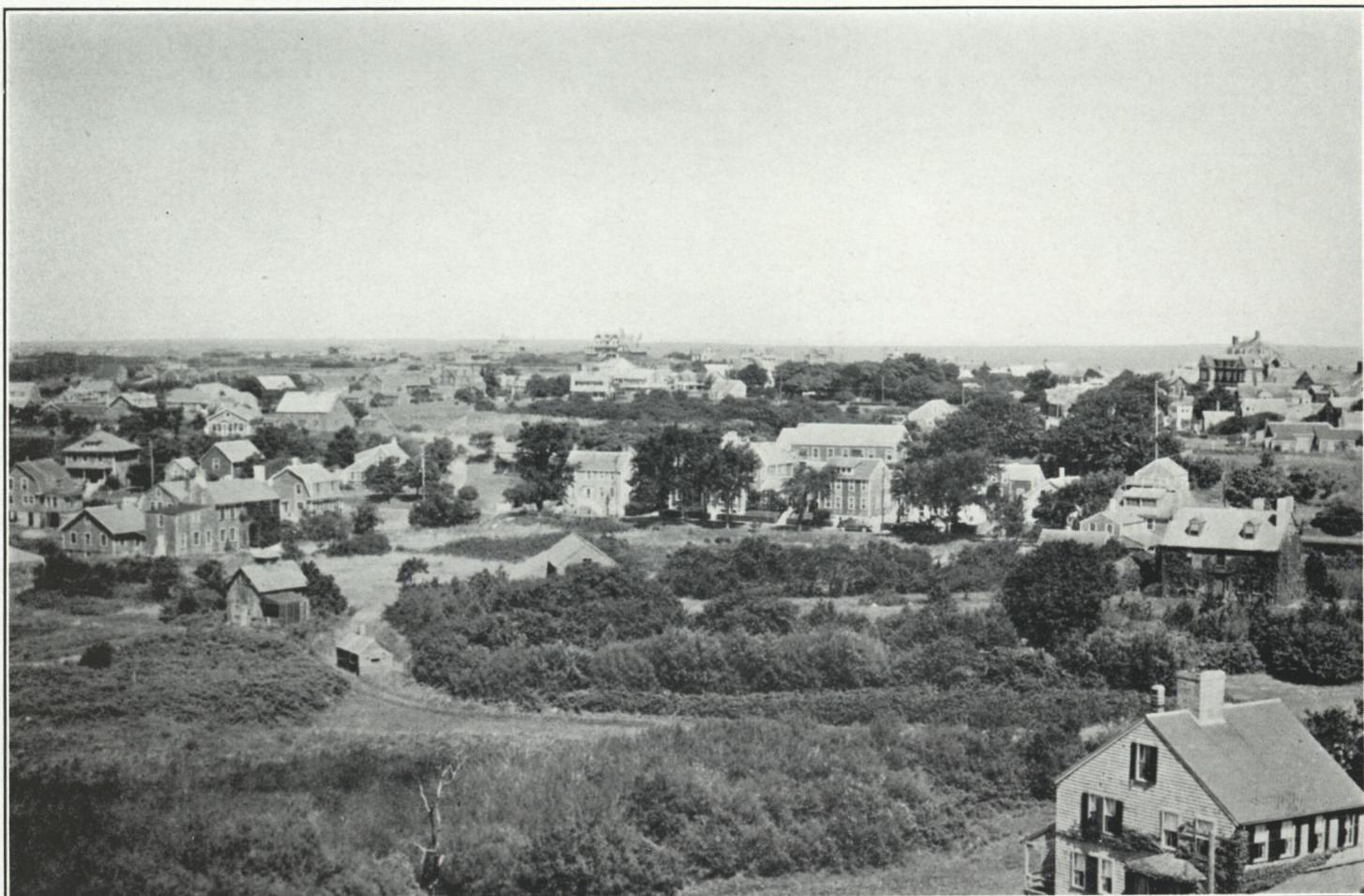


BROAD STREET



MOOERS LANE IS A SHADY LANE

Nantucket Island, Massachusetts



A NORTHERN VIEW FROM ACADEMY HILL

Nantucket Island, Massachusetts



ORANGE STREET HILL, LOOKING TOWARD MAIN STREET

Nantucket Island, Massachusetts



ONE OF ORANGE STREET'S ATTRACTIVE BACK YARDS.

Nantucket Island, Massachusetts



AT THE CORNER OF MAIN AND GARDNER STREETS.



NANTUCKET'S "CATHEDRAL PINES."

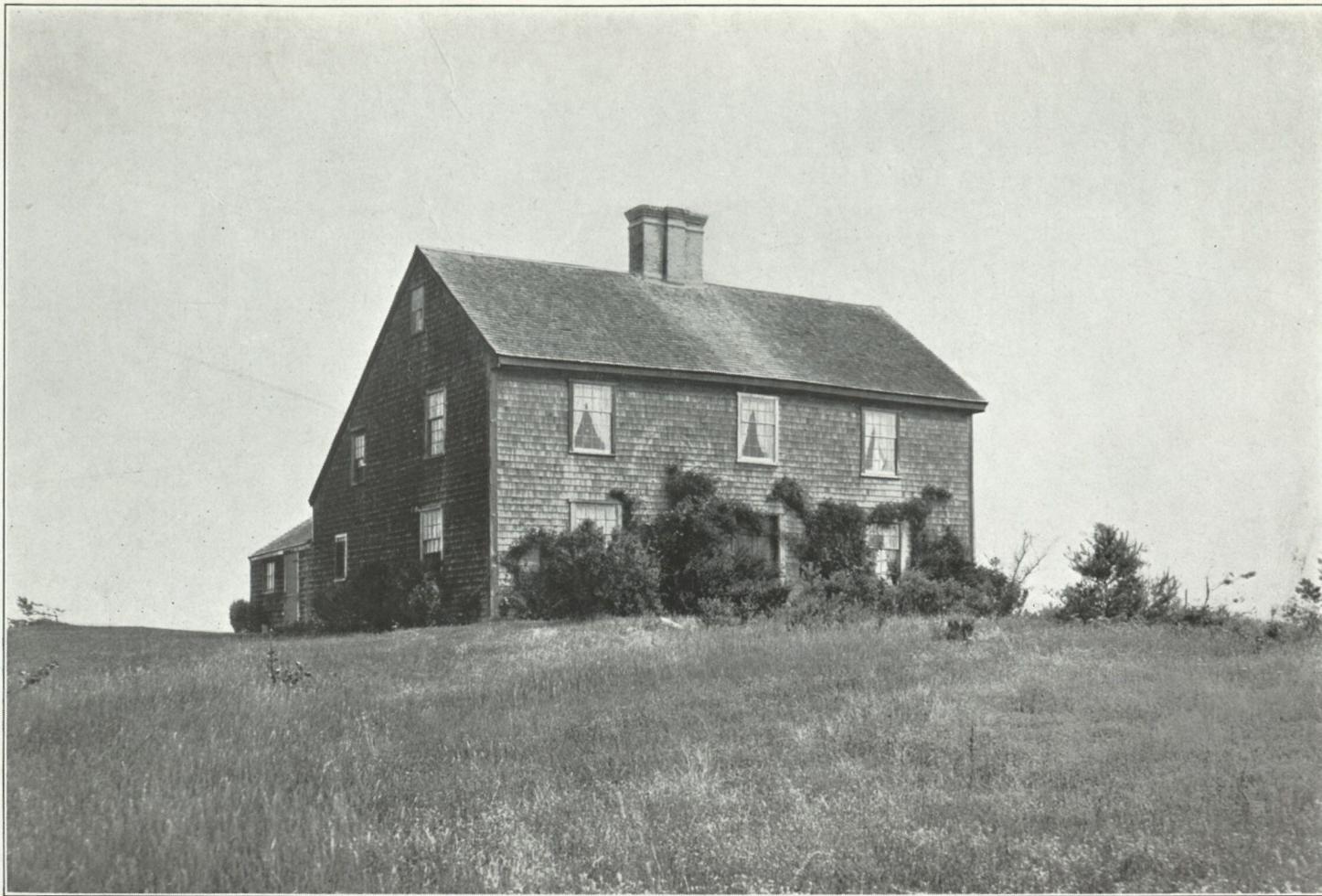
Nantucket Island, Massachusetts



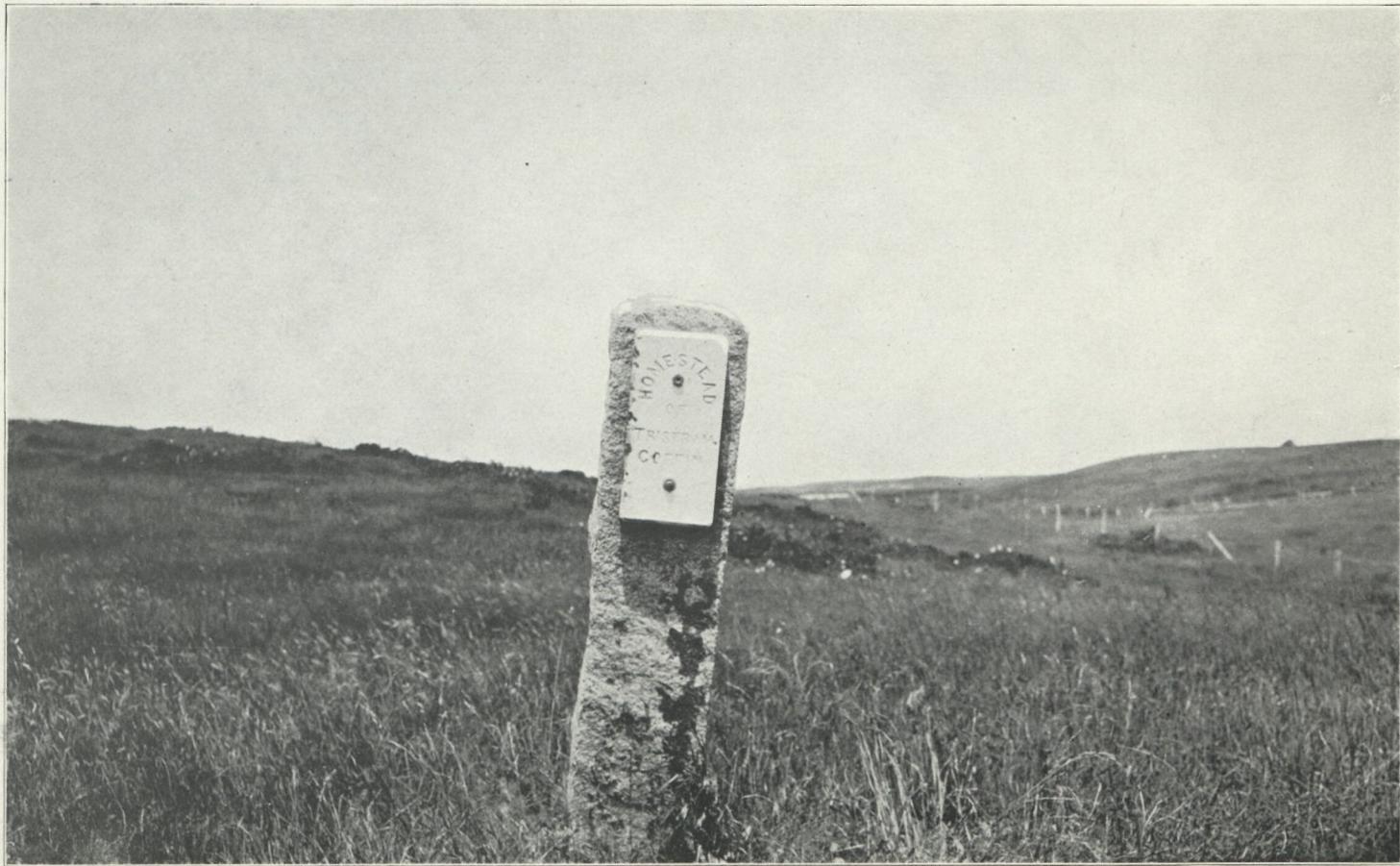
THE "HORSE-SHOE CHIMNEY" LOOMS OVER THE GRASSY HILL.



CAST ASHORE ON THE NORTH SIDE OF THE ISLAND TO REST HER BONES THERE

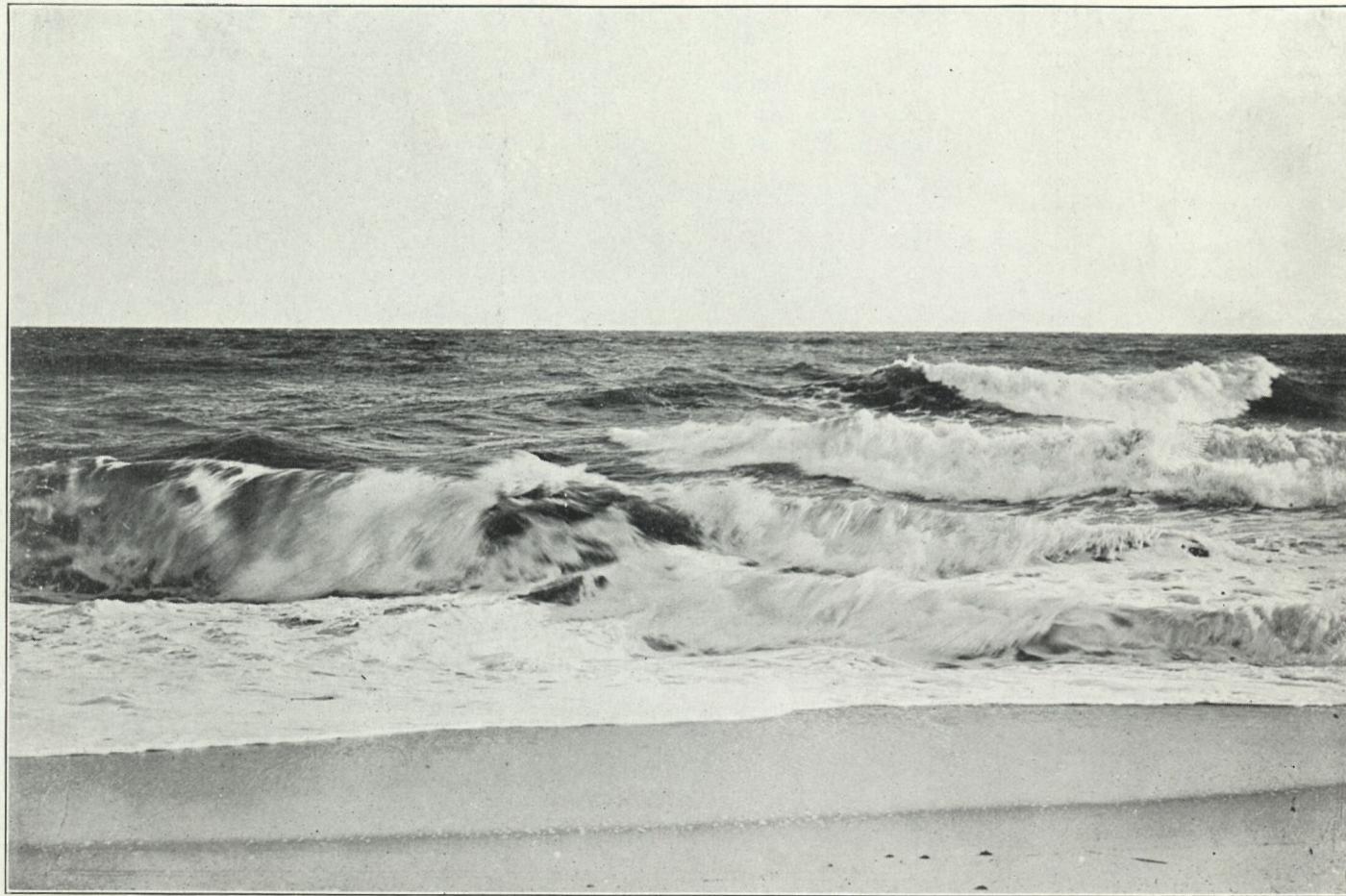


THE ELIHU COLEMAN HOMESTEAD.



TABLET WHICH MARKS THE SITE OF THE HOMESTEAD OF TRISTRAM COFFIN, ONE OF  
ORIGINAL SETTLERS, NEAR CAPAUM POND.

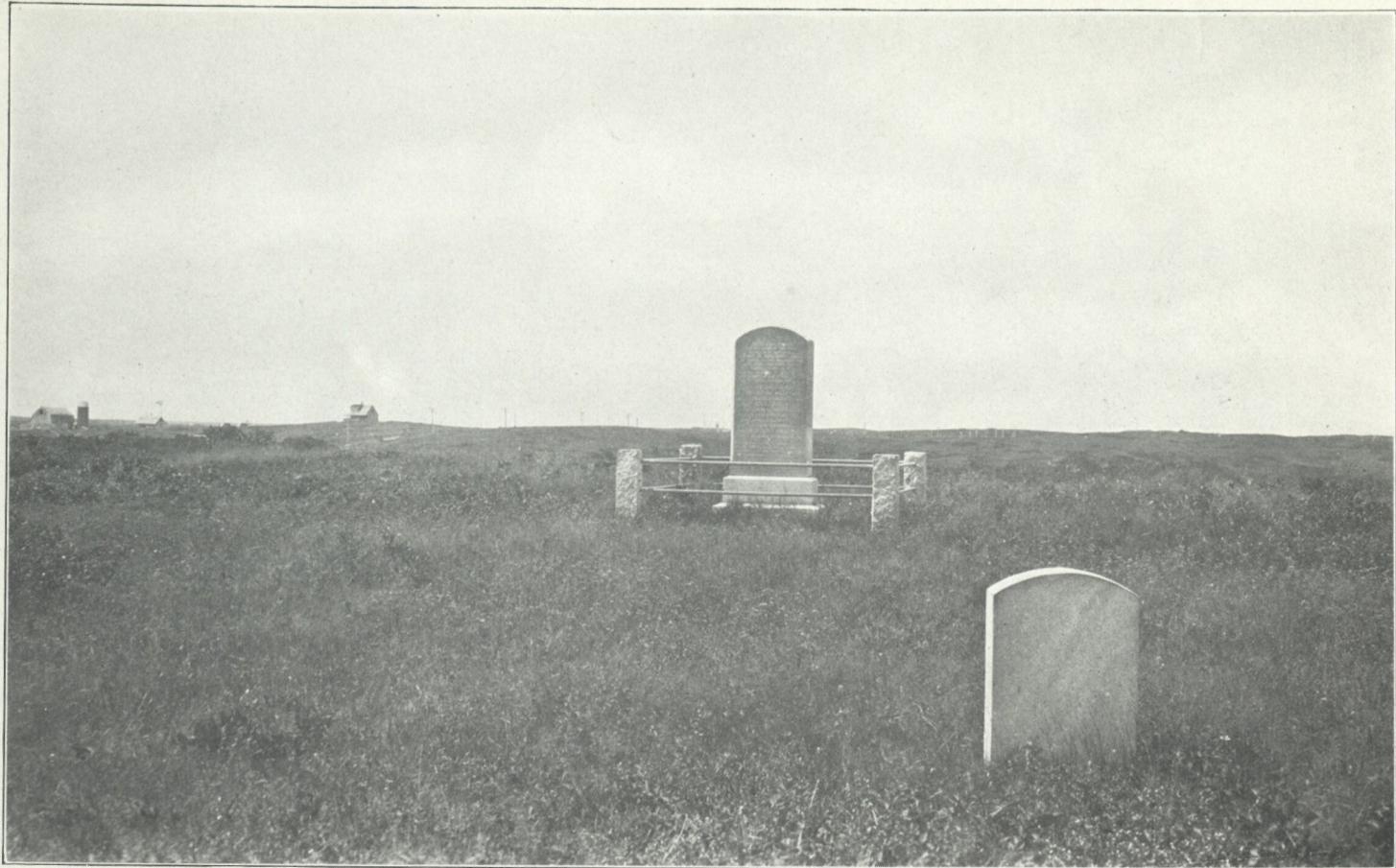
Nantucket Island, Massachusetts



THE SURF BREAKS UPON NANTUCKET'S SOUTH SHORE WITH FOUR "ROLLERS"



ALONG THE ROAD TO HUMMOCK POND



THE FOREFATHERS BURIAL GROUND AT NANTUCKET—GRAVE OF JOHN GARDNER IN RIGHT FOREGROUND

Nantucket Island, Massachusetts



Photo by Louis Davidson

"THREE THOUSAND MILES TO SPAIN" AS SEEN FROM SANKATY.

Nantucket Island, Massachusetts

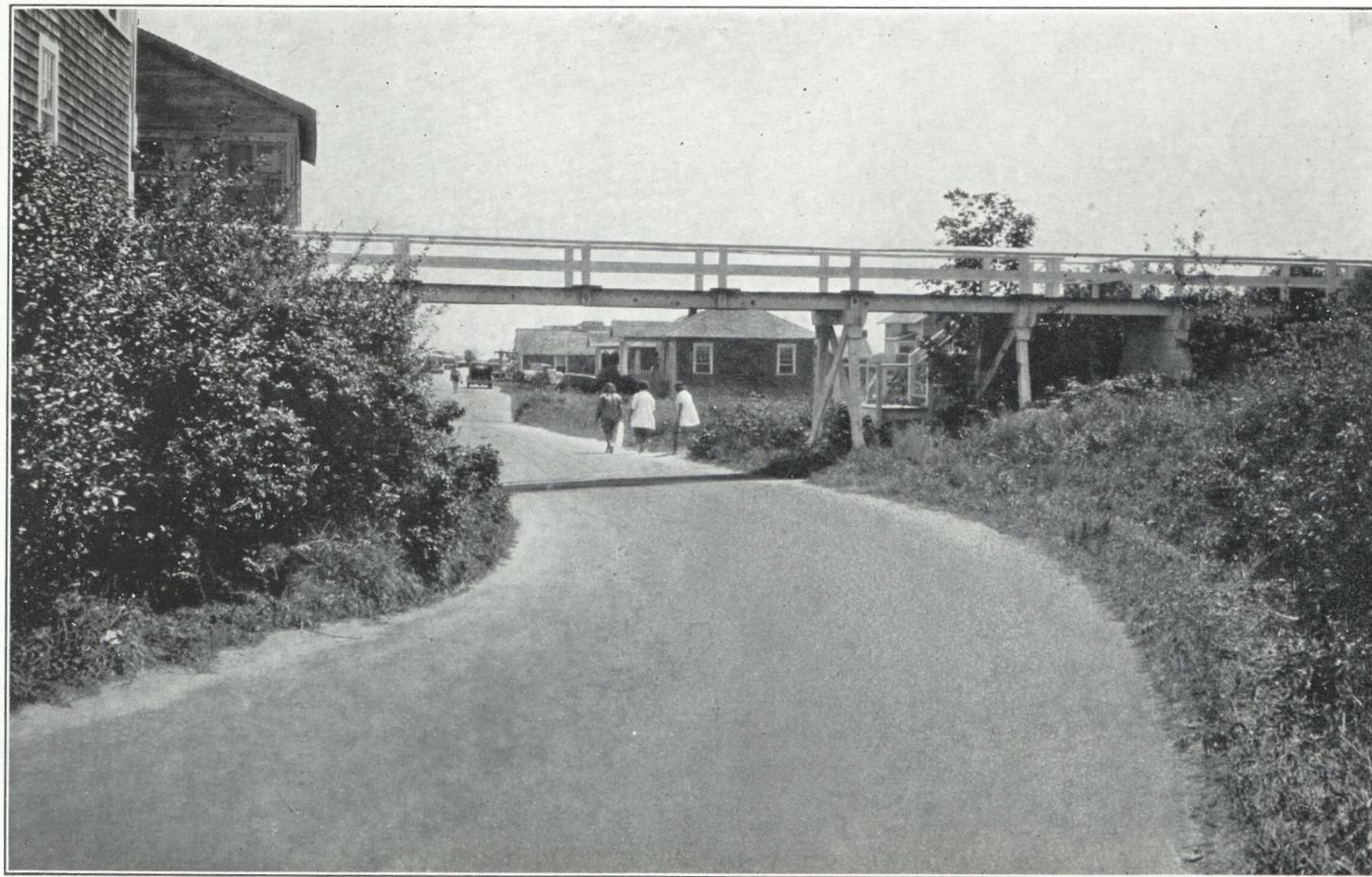


Photo by French Studio, Boston.

AN UNUSUAL AIR VIEW OF SANKATY HEAD.

Nantucket Airline Flight.

# Nantucket Island, Massachusetts



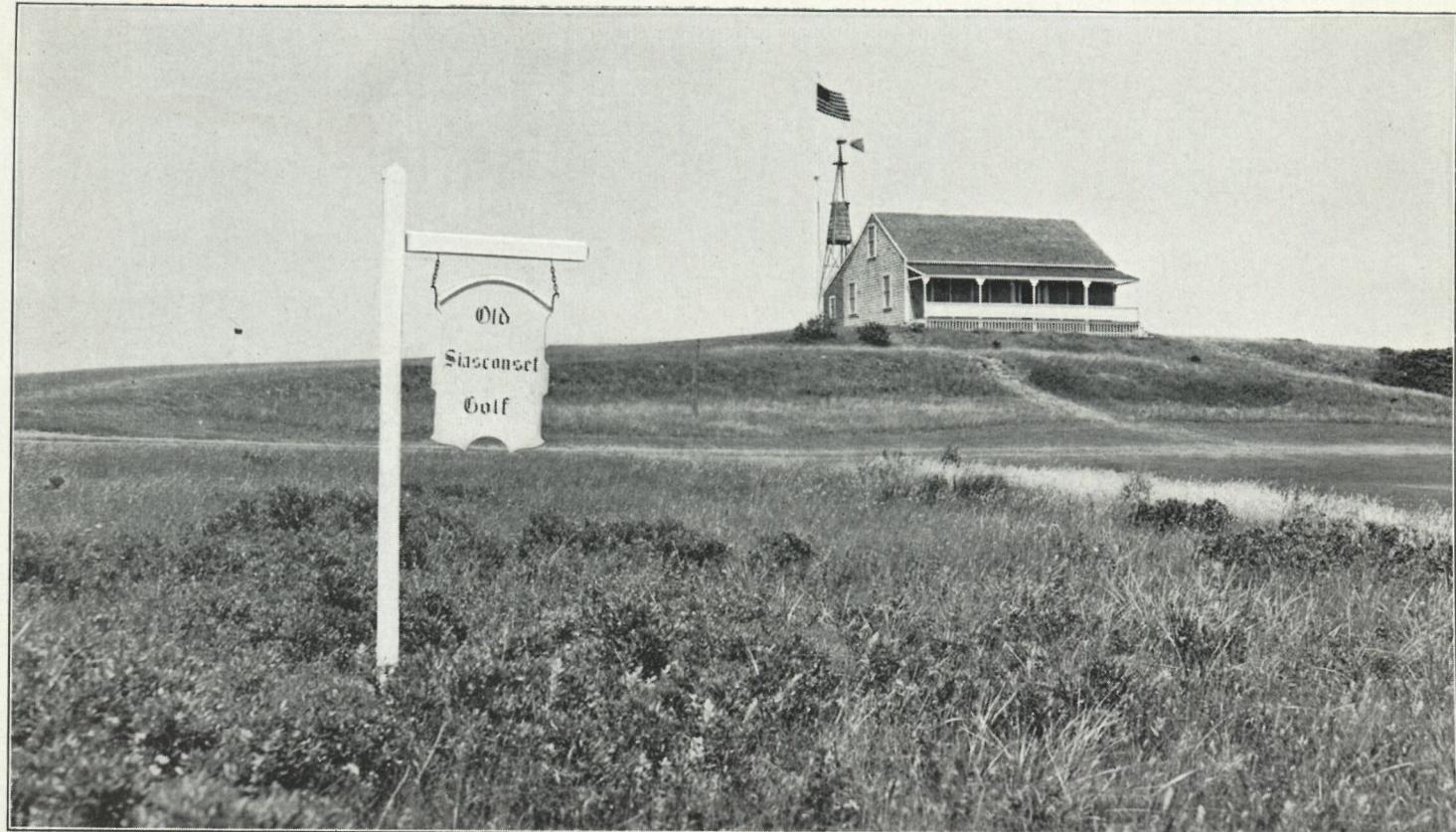
'SCONSET'S BRIDGE SPANS THE ROAD LEADING "3000 MILES TO SPAIN."



'SCONSET'S "MAIN STREET" TO POSTOFFICE SQUARE



ROSE COVERED "SARAH WOOD" ON MCKINLEY AVENUE IN 'SCONSET.



THE OLD 'SCONSET LINKS BORDER THE STATE HIGHWAY.



"THE CHANTICLEER" A POPULAR RESORT IN 'SCONSET.



PICTURESQUE 'SCONSET.

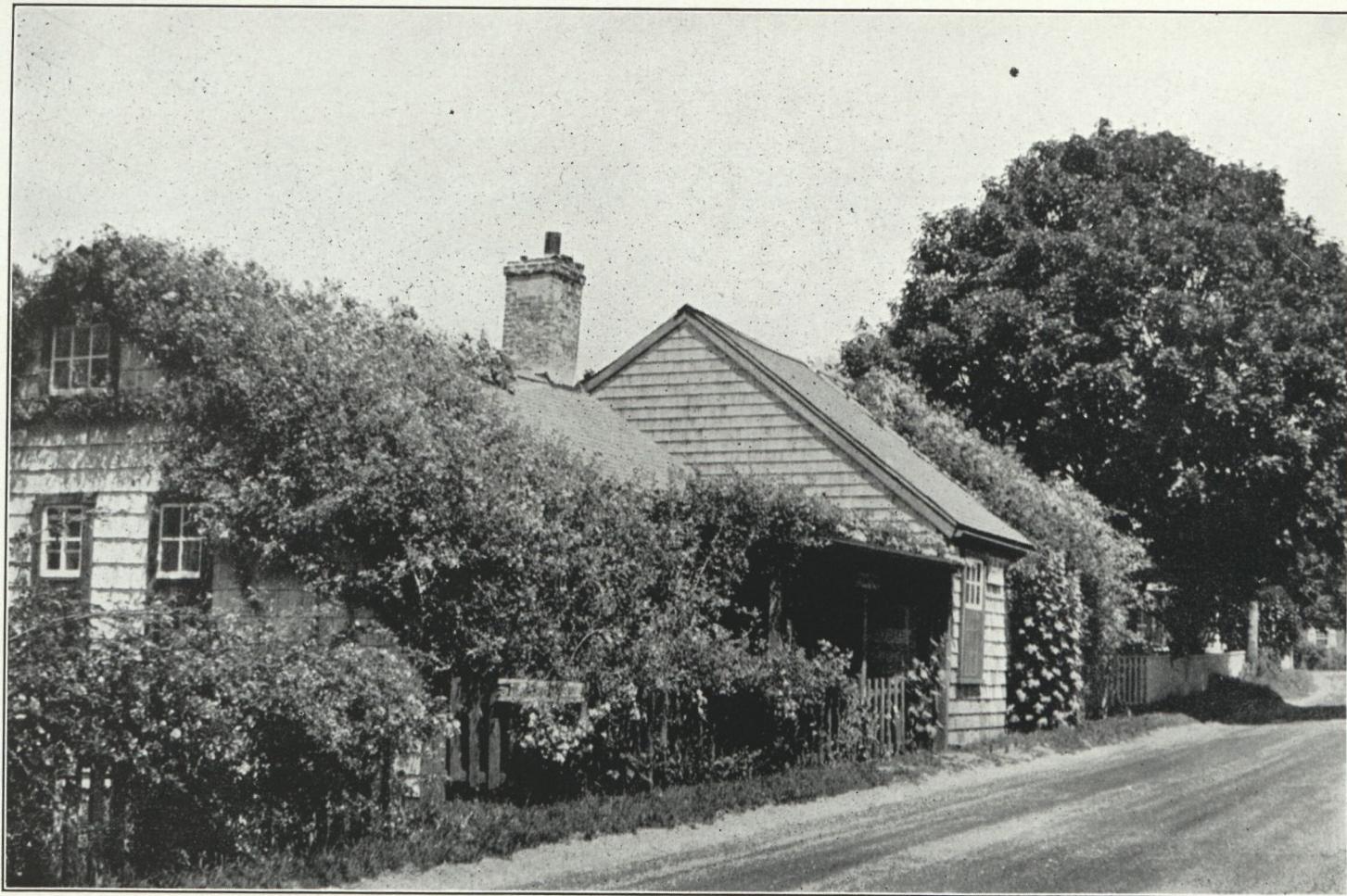


Photo by Dorothy Webster

"HEARTS-EASE" ONE OF 'SCONSET'S PICTURESQUE SPOTS.



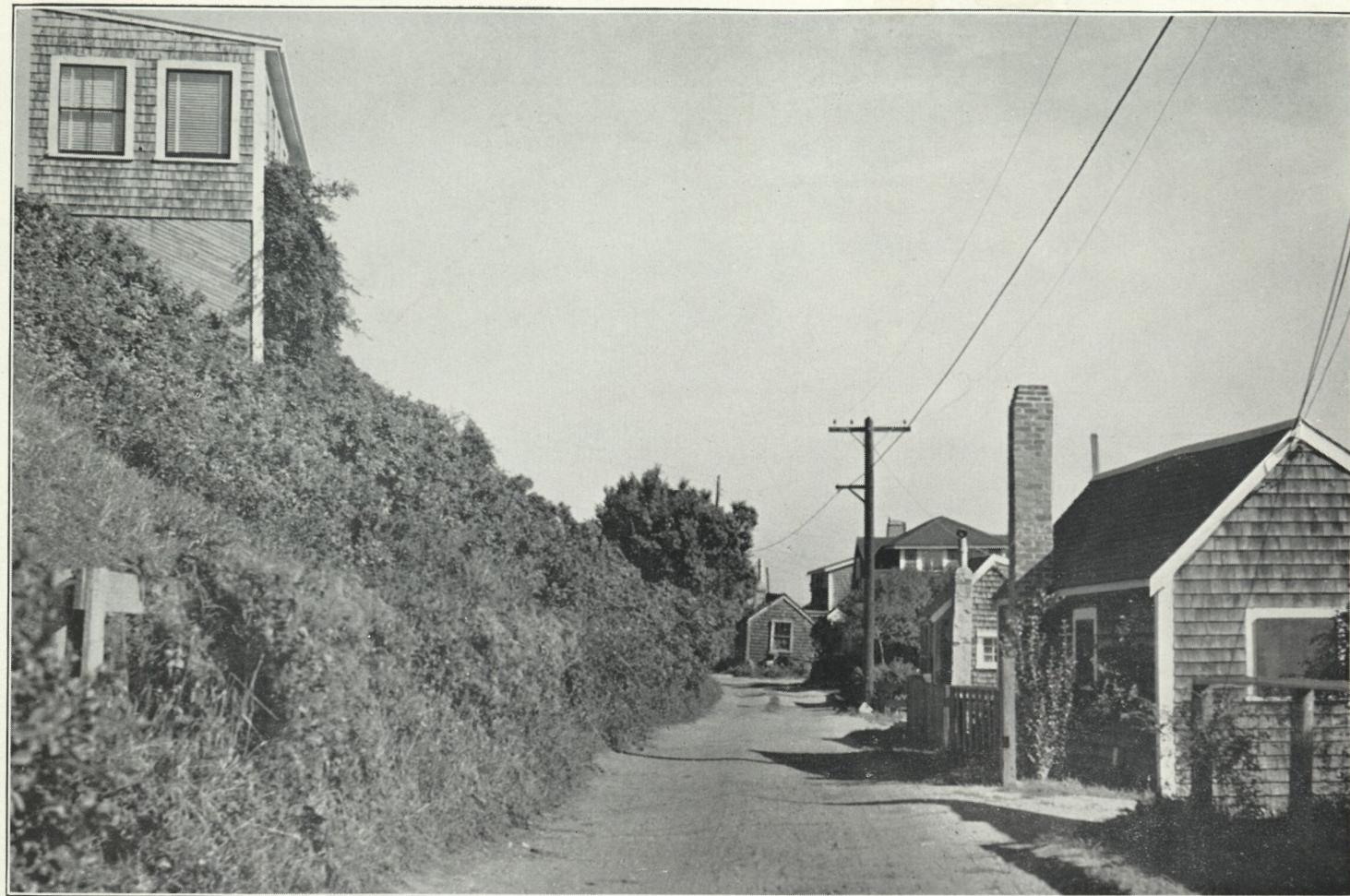
'SCONSET'S ROSES BLOOM OVER FENCES AND HOUSE-TOPS.

NANTUCKET ISLAND, MASSACHUSETTS



*Nantucket's carpet of mists*

Louis Davidson



JACKSON STREET IN 'SCONSET

Photo by Fee



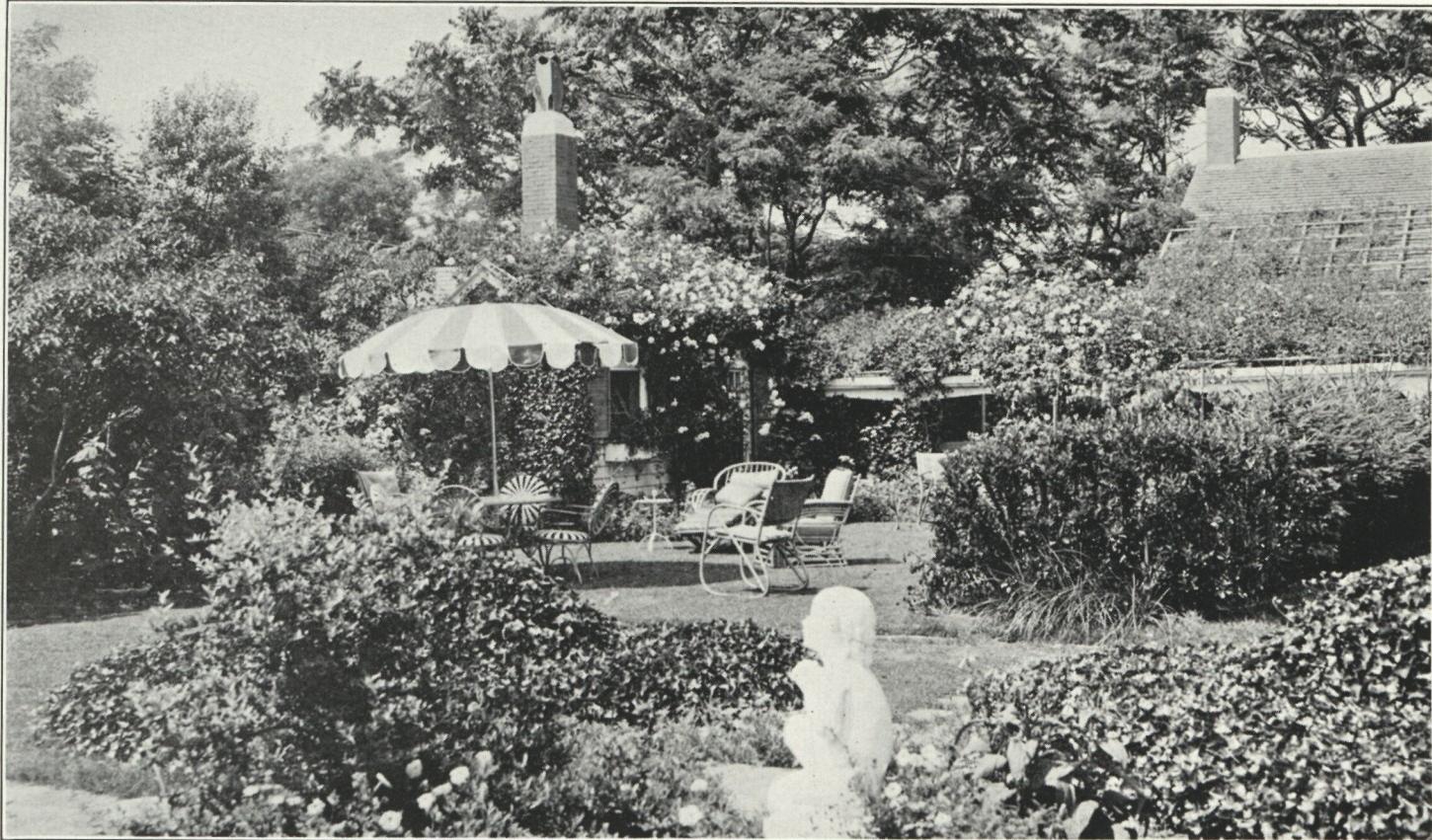
PRESIDENT ROOSEVELT ON THE "AMBERJACK II" AT NANTUCKET.

1934

Nantucket Island, Massachusetts



3000 MILES TO SPAIN



A 'SCONSET RETREAT.'



THE SANKATY HEAD GOLF COURSE.



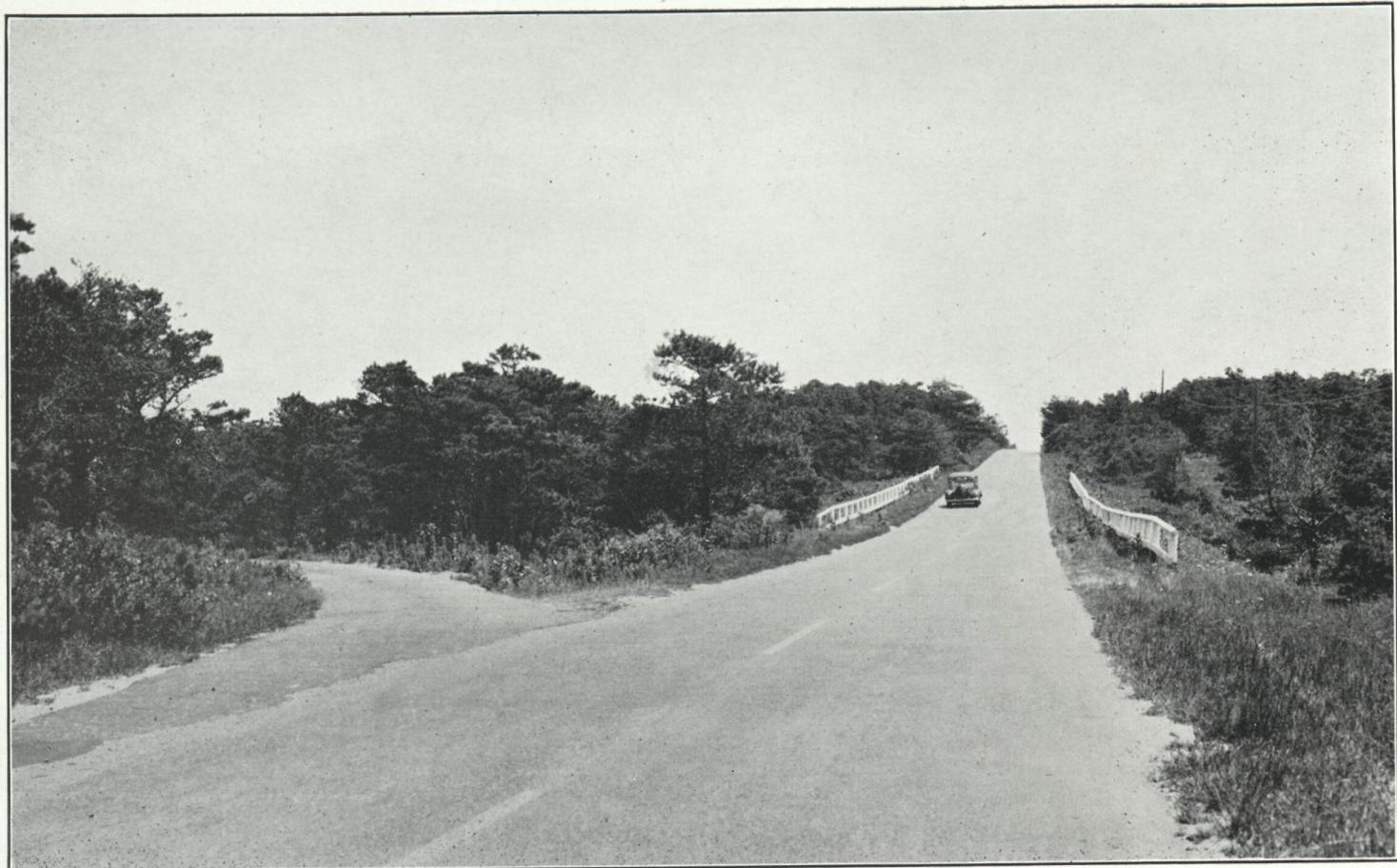
A PASTORAL SCENE AT "HOLLYWOOD."

Nantucket Island, Massachusetts



SANKATY HEAD GOLF CLUB

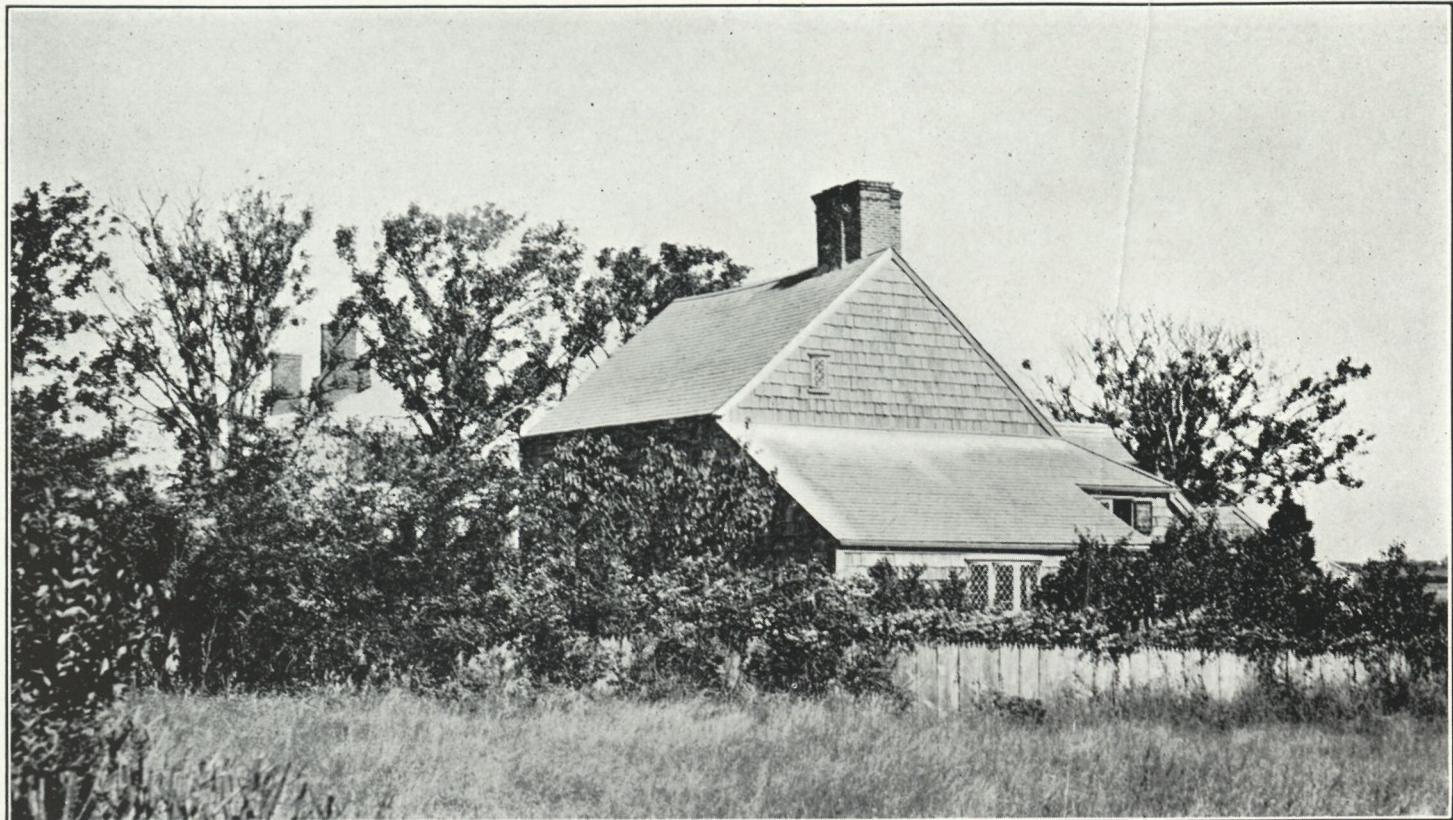
Photo by Haddon



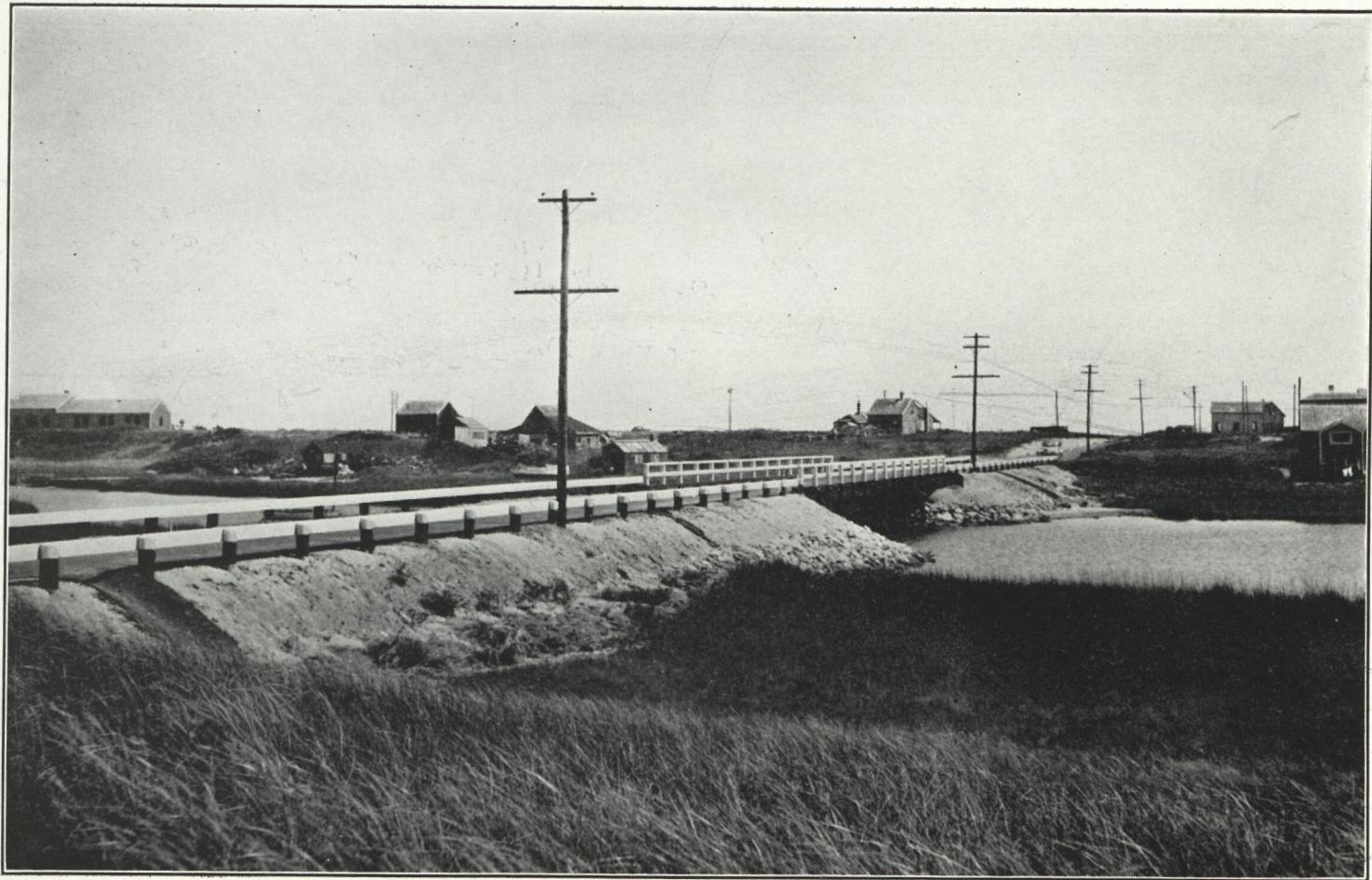
THE STATE HIGHWAY AT JUNCTION WITH ROAD TO TAR VILLAGE.



AN ATTRACTIVE HOME WEST OF THE TOWN



AN INTERESTING TYPE OF DWELLING AT WEST END OF TOWN



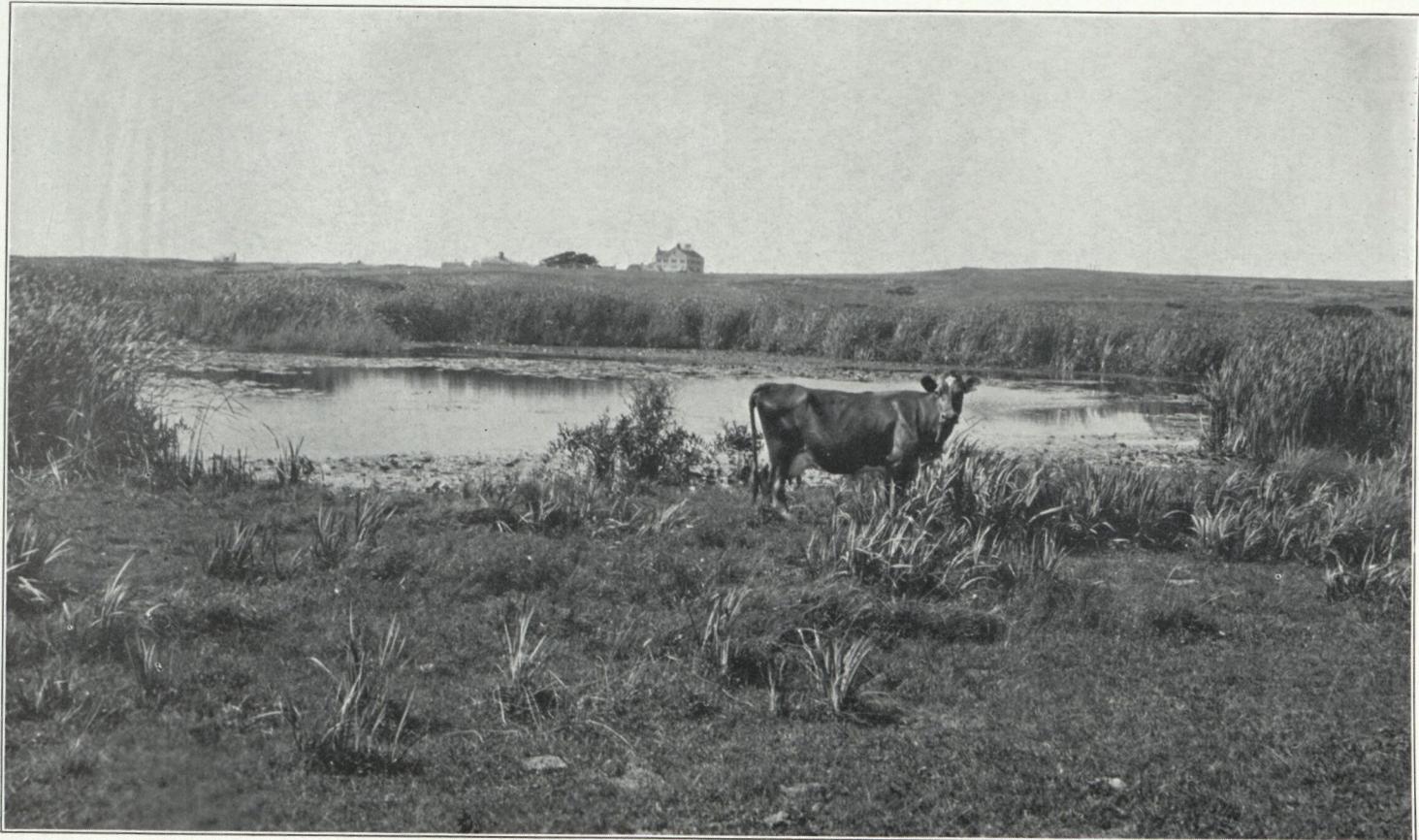
NANTUCKET'S NEW "\$40,000 BRIDGE" ACROSS HITHER CREEK AT MADAKET



"NANTUCKET NEIGHBORS" WENDING THEIR WAY THROUGH SWAMP AFTER A VISIT TO "HIDDEN FOREST."



"BEECHWOOD" IN BACK OF THE "HIDDEN FOREST"



"NO BOTTOM" POND.



ON THE SHORE OF LONG POND

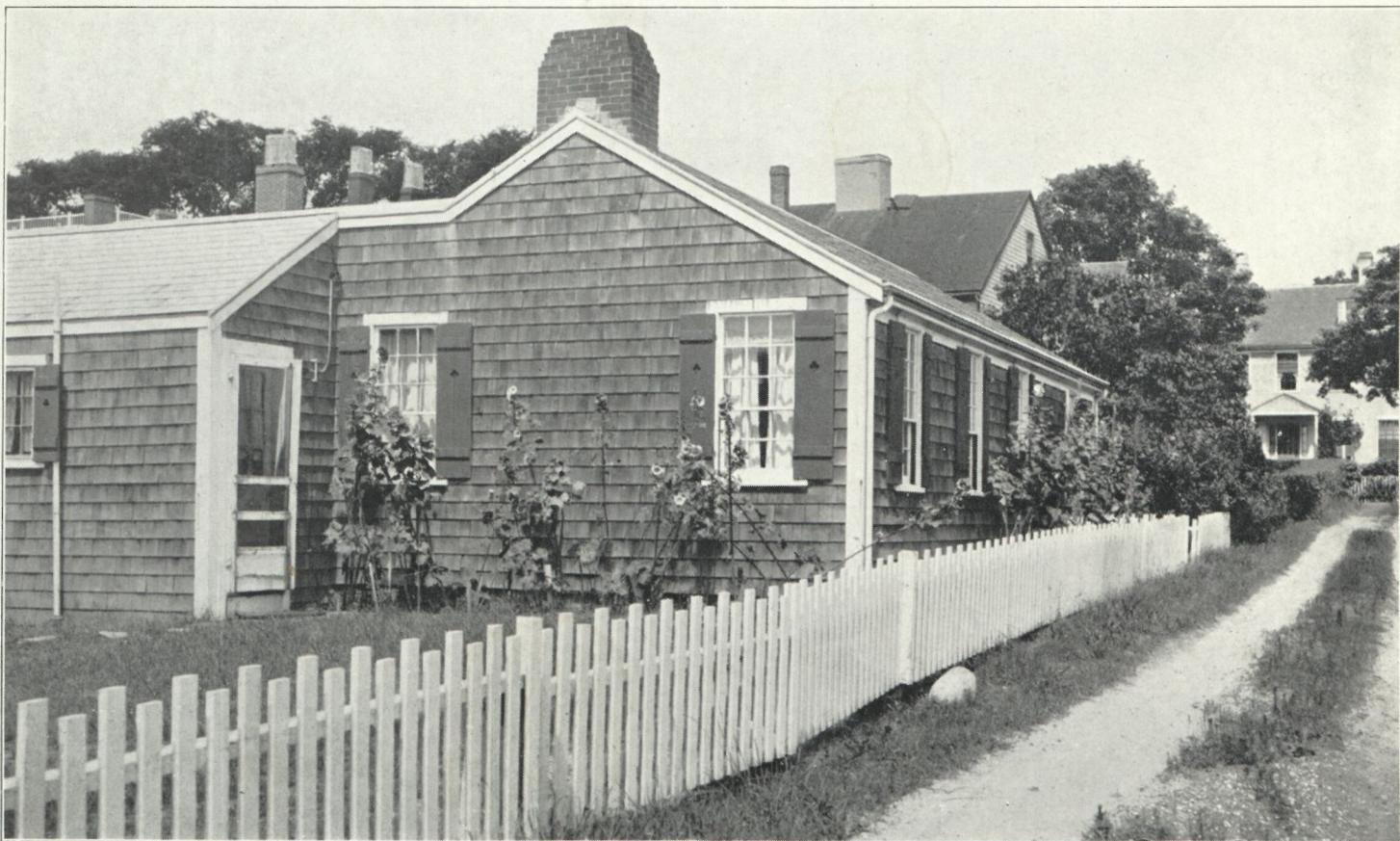
Photo by Dorothy Webster.

Nantucket Island, Massachusetts



THE HUGHSTON ESTATE IN 'SCONSET

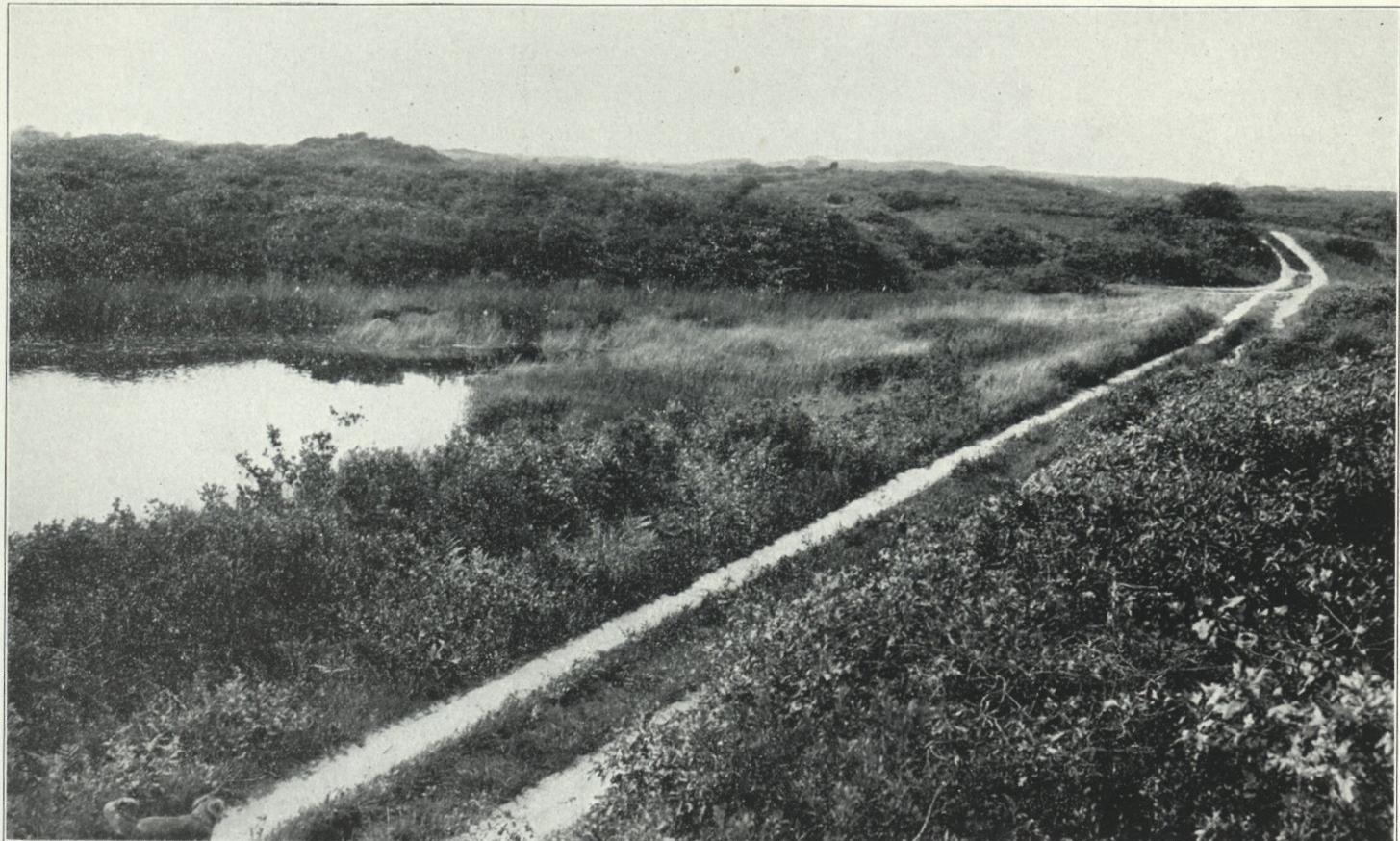
Photo by Fee



STARBUCK'S COURT.



A GENTLE SWELL ROLLING UPON THE SOUTH SHORE.



"ALMANAC POND" WET OR DRY FORETELLS THE WEATHER



SANKATY LIGHT



THE END OF THE VOYAGE

Nantucket Island, Massachusetts



A PEEK THROUGH THE BUSHES AT SANKATY.



A 'SCONSET DOORYARD



THE ELMS IN THEIR PRIME—MAIN STREET AND ITS TREES THIRTY YEARS AGO.

Automobiles had just been admitted to the island in 1919, and they soon outnumbered the horses wagons on the Square. The elms were at the height of their glory, their thickly-leaved branches curving high overhead to meet and form a green canopy—affording a welcome shade during the summer months.



WHEN MAIN STREET'S ELMS WERE YOUNG—THE SOUTH SIDE OF THE STREET IN 1863.

The elms were planted soon after the restoration of Main Street's business blocks and the widening of the Square from 1846 to 1851. Henry Coffin and James Thompson were instrumental in securing the young elms and seeing to it that they were planted. The view shows the vigorous start made by the elms in the first twelve years.



NINETY-SEVEN YEARS OLD.

One of the last survivors of the great elms which lined both sides of Main street's "Square" for nearly a century, this tree stood at the corner of Federal and Main—"Roger's Corner"—and was removed last week. The tree was planted in 1851.

#### The Lesson Taught by the Great Fire of 1846 on Nantucket.

Clarence T. Hubbard, a well-known summer resident, had an interesting article in a recent issue of "The Insurance Field" which concerned the lesson taught by Nantucket's "Great Fire of 1846." In a column titled: "Just a Minute," Mr. Hubbard's article reads as follows:

"A conflagration you insurance readers probably never heard about was the great fire on the island of Nantucket, July 13, 1846. This summer past I viewed the old 'Cataract No. 6,' the pumper used in this fire, now preserved in the Historical Rooms on Fair street.

"An over-heated stove pipe in a hat store brought out two pumpers. The volunteers fought for the 'lead' position, both endeavoring to gain the 'cistern' pre-eminence with the tragic result that a sudden sea breeze fanned the first tiny flames into a holocaust.

"In a short time the flames spread from store to office, leaped across the street, devoured all buildings in its path, and finally in dramatic conclusion reached the cordage shops, the chandlers' stores and blacksmith's shops. The whole water-front was doomed as red and orange flames utterly destroyed the oil warehouses and refineries.

"The Selectmen, hastily summoned, used gunpowder to try and stop the flames by blowing up buildings in the path of the flames. This led to today's above-the-average-use of the 'demolition clause' in Boston insured properties. Sailors from the U. S. cutter *McLane* were pressed into service.

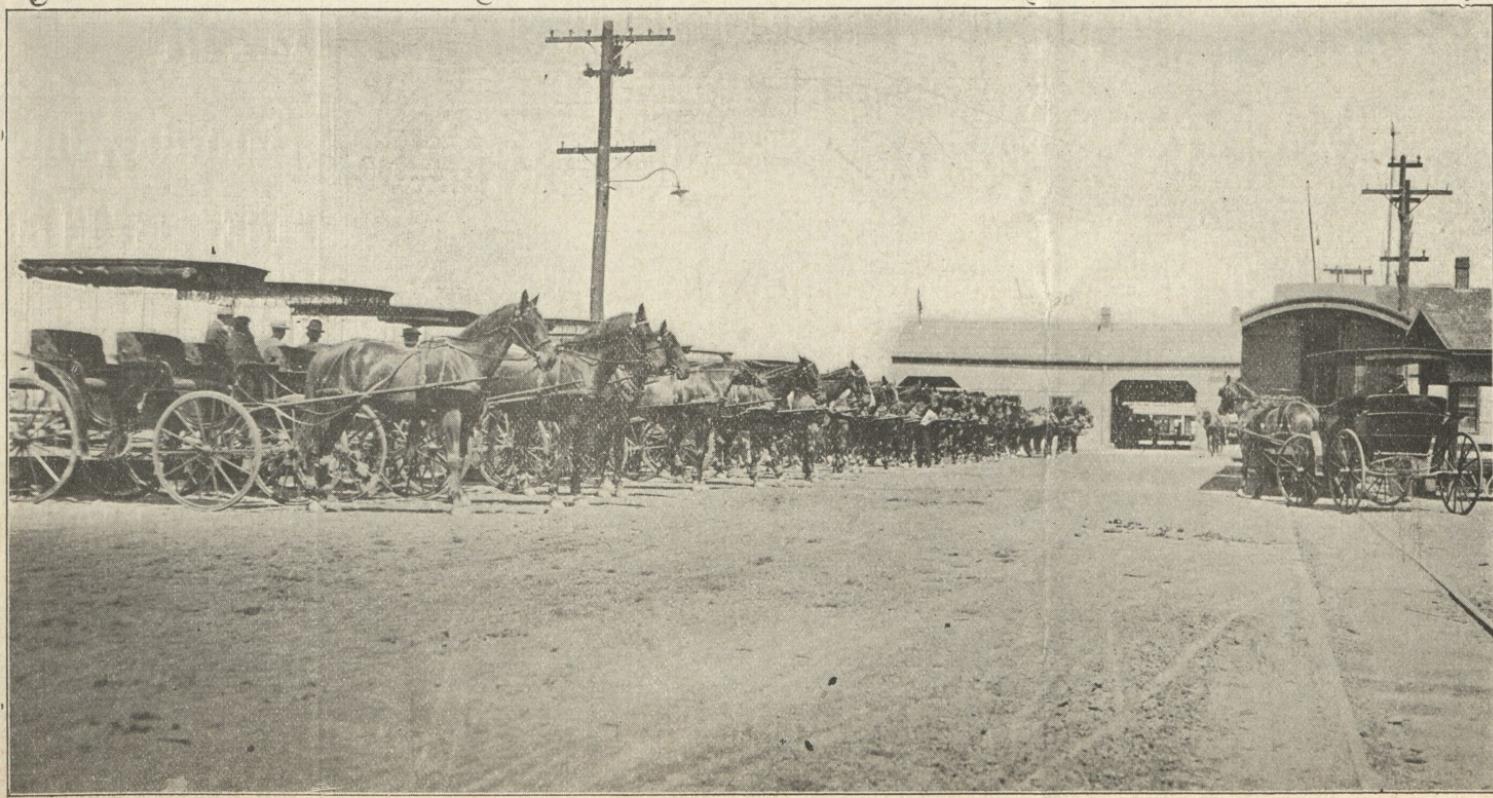
"But the dawn of July 14 beheld one-third of the town in ashes, 250 buildings destroyed, all dock supplies burned up—a million dollar loss. Over 200 dwellings were also consumed. The contents of all safes were a total loss but the stone vaults in the bank proved fire resistive. The island was destitute, without food, medicine or supplies, but those on the mainland responded generously with several shiploads of vital supplies.

"The lesson learned was in not rebuilding so many structures in a packed area. Today Nantucket has a very wide Main Street, brick construction predominating, and a very modern fire department.

"Nearly all fire insurance companies write freely on this unique island, 30 miles out at sea, once destroyed by that great enemy FIRE, which could have been prevented, as one eye-witness declared, with a smart stream played on the original flames.

"The great fire of 1846 hastened the end of the prosperous whale oil industry of the island. The leadership changed from ship owners to tradesmen and mechanics. The catastrophe knitted the inhabitants of this island closer than ever. Eventually, wars lowered the economics of the island where new interests were necessary, and Nantucket became the outstanding summer resort it now is."

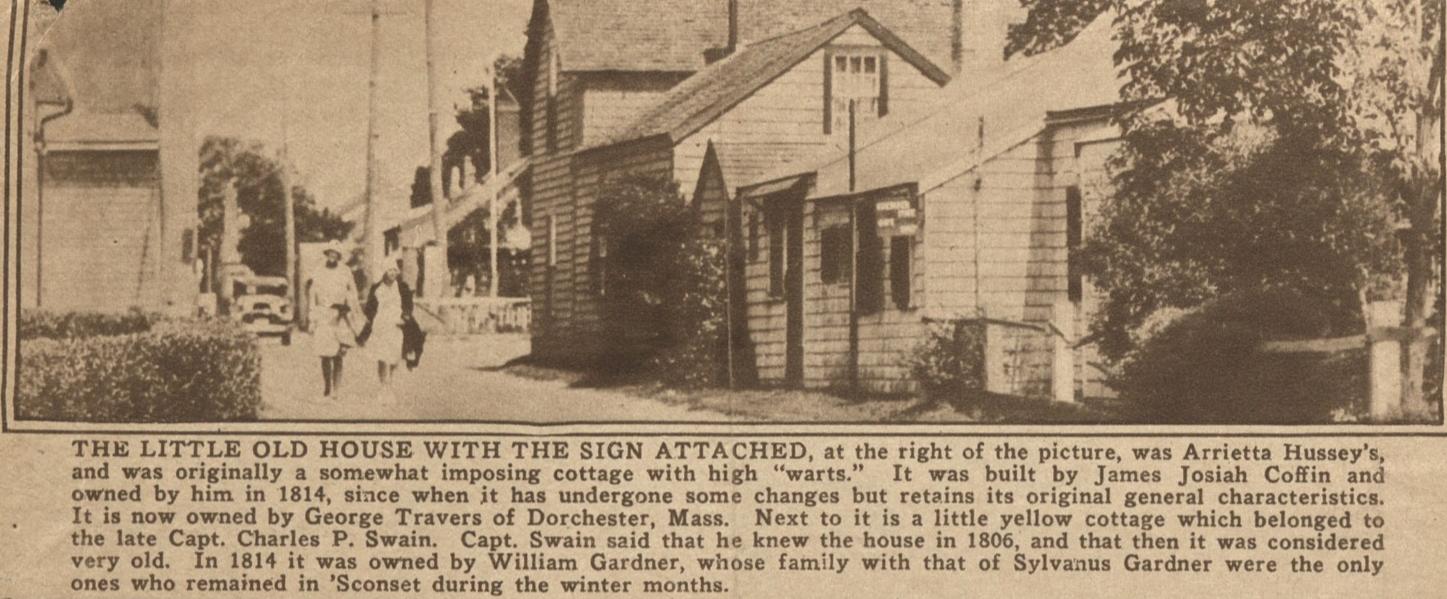
# WHEN NANTUCKET HAD "GASLESS SUNDAYS"



'SCONSET  
ON  
THE  
ISLAND  
OF  
NANTUCKET



"HEARTS-EASE," owned by the late Capt. Edward B. Hussey and for many seasons occupied by J. Orme & Son, was owned in 1814 by Jonathan Jenkins, and employed a mason to lath and plaster the interior. A little grandson he added to Gardner observed the operation and he ran home with the exclamation of "Sylvia, he is putting on the whole broadside at once." The house is now owned by Grie Cushman, who has changed its appearance considerably.



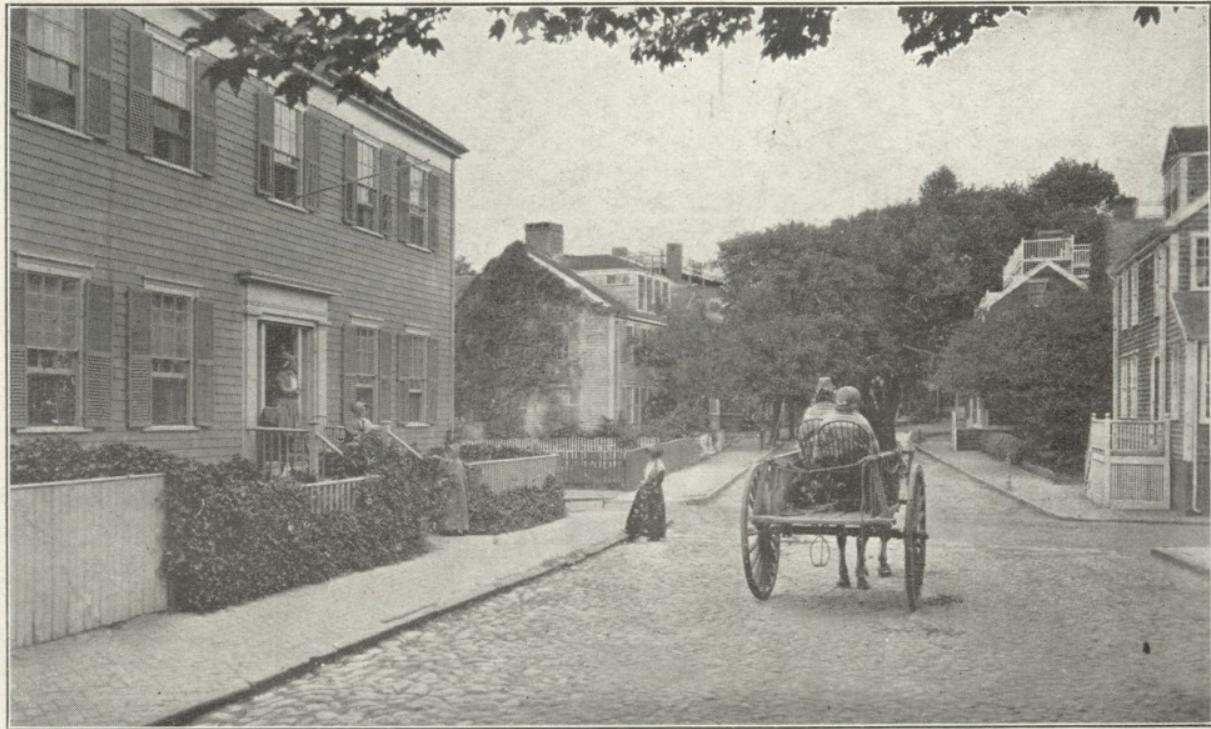
THE LITTLE OLD HOUSE WITH THE SIGN ATTACHED, at the right of the picture, was Arrietta Hussey's, and was originally a somewhat imposing cottage with high "warts." It was built by James Josiah Coffin and owned by him in 1814, since when it has undergone some changes but retains its original general characteristics. It is now owned by George Travers of Dorchester, Mass. Next to it is a little yellow cottage which belonged to the late Capt. Charles P. Swain. Capt. Swain said that he knew the house in 1806, and that then it was considered very old. In 1814 it was owned by William Gardner, whose family with that of Sylvanus Gardner were the only ones who remained in Sconset during the winter months.



THE OLDEST HOUSE IN SIASCONSET. It was first owned by Micah Coffin, who employed several Indians to fish for him during the season, while he remained ashore to do the cooking. Micah was the great-grandfather of the late Captain Edward C. Jay. The house looks just as it has always appeared as far as memory can go, except that it has been lathed and plastered inside. Its rough and ragged shingles, the depressions in the roof and the uneven floors, tell of its antiquity. In its battered front door are three worn-out key holes. The house is claimed to have been built in 1675, before a building had been erected on the site of the Town. In 1814 it was owned by Jonathan Upham. The present owner is Mrs. Lillian Rockwood of Iowa City, Iowa.

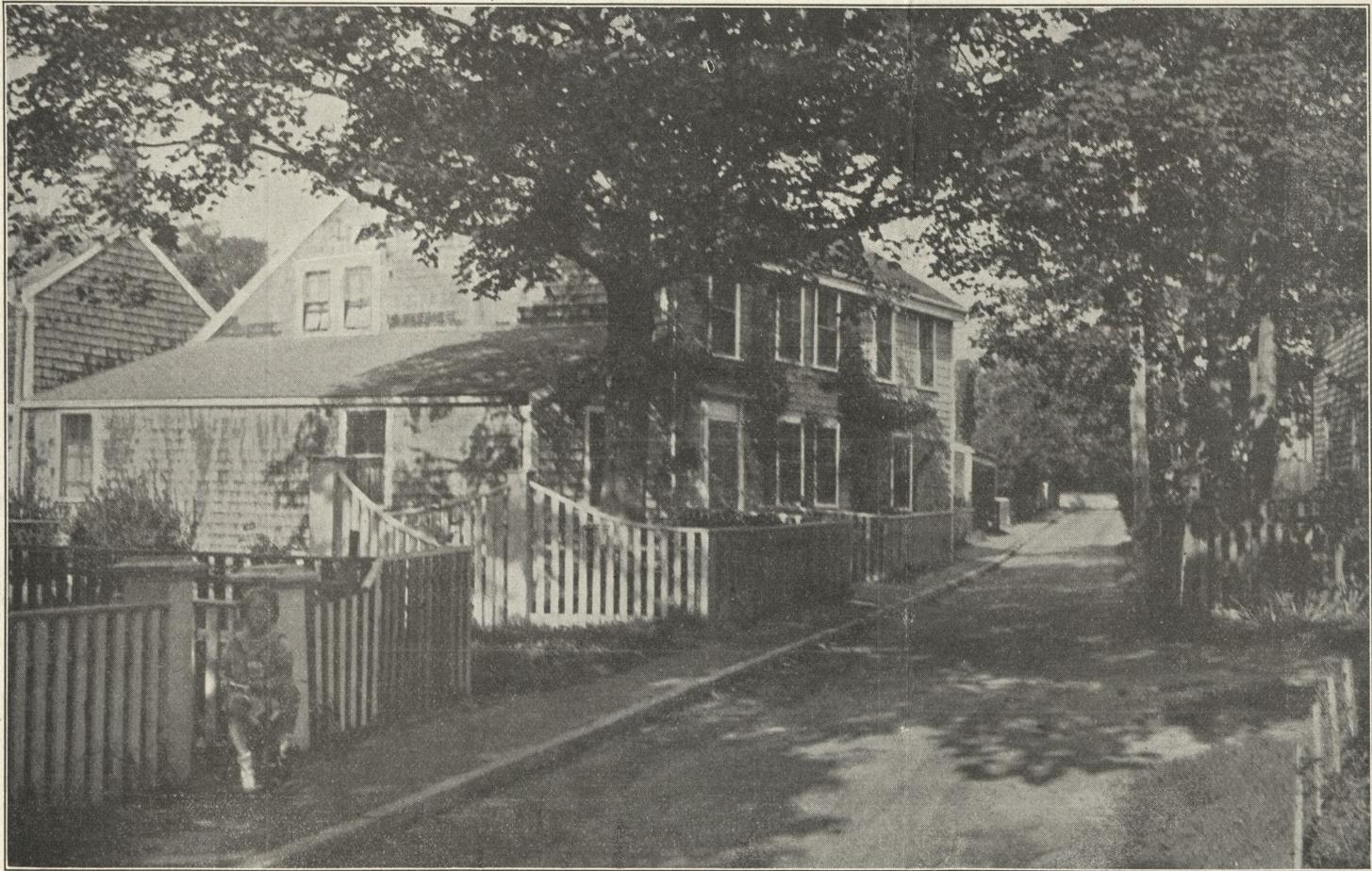


THE BAXTER HOUSE, which belonged to Captain William Baxter, has a double history. The smaller portion, which is nearly 230 years old, was brought from Sesaachacha and was owned by Uriah Swain, Mrs. Baxter's grandfather. The higher portion was built about 130 years ago, and the building was brought to its present condition in 1811. Its exterior illustrates the completed Sconset house of the large size. The interior has been little changed, except to put on lath, plaster and paper, but its rude beginning can be seen in the exposed joints overhead, some of which, in the oldest part, are the trunks of young trees. Mrs. Cary, the mother of Mrs. Baxter, for years used the building for a public house. A long time before 1883, when the first Sconset postoffice was established, it was used for the distribution of the mail brought from town (Nantucket) by Capt. Wm. Baxter, who, as he came over Bunker Hill on Main Street, would toot his horn to call the people who gathered at the window to wait for their mail. For each letter or paper received, one whole cent went into the coffers of the ancient mariner. The house is now owned by Arthur Cary of Watertown, Mass.





BEAUTIFUL ESTATE ON CLIFF KNOWN AS "SEVENDOORS"



NEAL O'HARA'S SUMMER HOME ON QUIET MOOERS LANE.



"AULD LANG SYNE" ON BROADWAY IN SIASCONSET VILLAGE.

*Photo by Dorothy Webster.*

The illustration for October on the *Inquirer and Mirror's* calendar is of "Auld Lang Syne," on Broadway, in the village of Siasconset. This ancient structure has a tradition of being built in 1675, and this would give it the title of the oldest house on the island. It was for years owned by Capt. Edward C. Joy, and it is said that his grandson, Micah Coffin, used it as his fishing headquarters, employing Indians to do the actual fishing. The heirs of Coffin and Gorham Coleman owned it for years. In 1814 it was owned by Jonathan Upham. Its entire appearance is one of great age. The chimney is squat and heavy, and its floors are of varied levels. At one time the front door had three worn-out key holes.

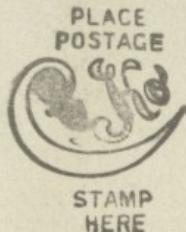


MS64-95-24

# POST CARD

CORRESPONDENCE

NAME AND ADDRESS



PLACE  
POSTAGE

STAMP  
HERE

Back of  
Liberty Hall  
Seated

Kitchen, dining room side



MS64-95-L3

# POST CARD

CORRESPONDENCE

NAME AND ADDRESS

PLACE  
POSTAGE



STAMP  
HERE

Bethel.  
Aunt Libbie

Liberty Hall  
Broadway  
Sixteenth  
when owned by  
Charles H. Thorne



With you could  
see garden  
wonderful  
every one taking  
treasures of it  
Wee send you  
one later

P.S.  
Lydia T. Thomas  
Garden in back of  
Liberty Hall



MS604-95-L2

Liberty Hall  
Broadway  
Street



MSA-95-61

Bricks of  
Liberty Hall  
separating areas were  
before areas were  
enclosed to make  
a storage room  
connecting two  
sections.  
This was pitch

This was  
toilet & bedroom  
on first floor



### SCONSET PHILOSOPHY

*"The Sun will shine again to-morrow,  
So Friend, all's well for you and me;  
There'll be far more of joy than sorrow  
When our ships come in from sea!"*



POST CARD

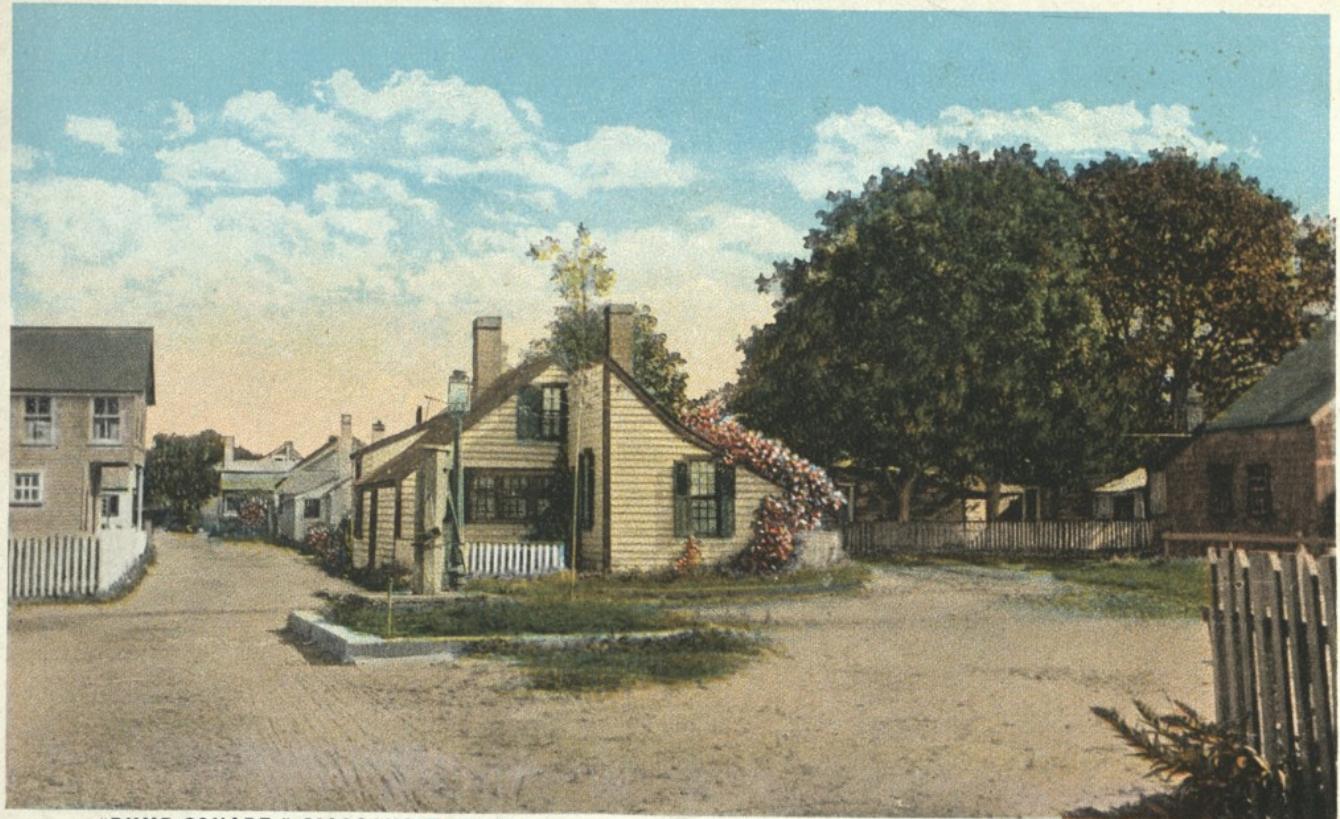


This side for Address.

This side for Correspondence.

Mrs. H. L. Blahk.  
14 Marlboro St.  
Wellesley,  
Mass.

ob r. m. away on your fay  
Everything is going  
all right with us hope  
it is with you. I had a nice  
little original poem from Virgil  
last night on the subject of my  
bathing trousers which I left  
behind. I have wanted them  
more than once. Hope it is  
cooler for you by this, we had  
a little thunder this A. M. not  
hard. Shall be glad to see Kate & Aunt  
Lillie too much responsibility alone.



"PUMP SQUARE," SIASCONSET, MASS.

91430

THIS SPACE FOR WRITING MESSAGES.

PUBLISHED BY THE GIFT SHOP.

# POSTCARD

THIS SPACE FOR ADDRESS ONLY.

C. T. AMERICAN ART COLORED



PLACE  
STAMP  
HERE.

# 'Sconset

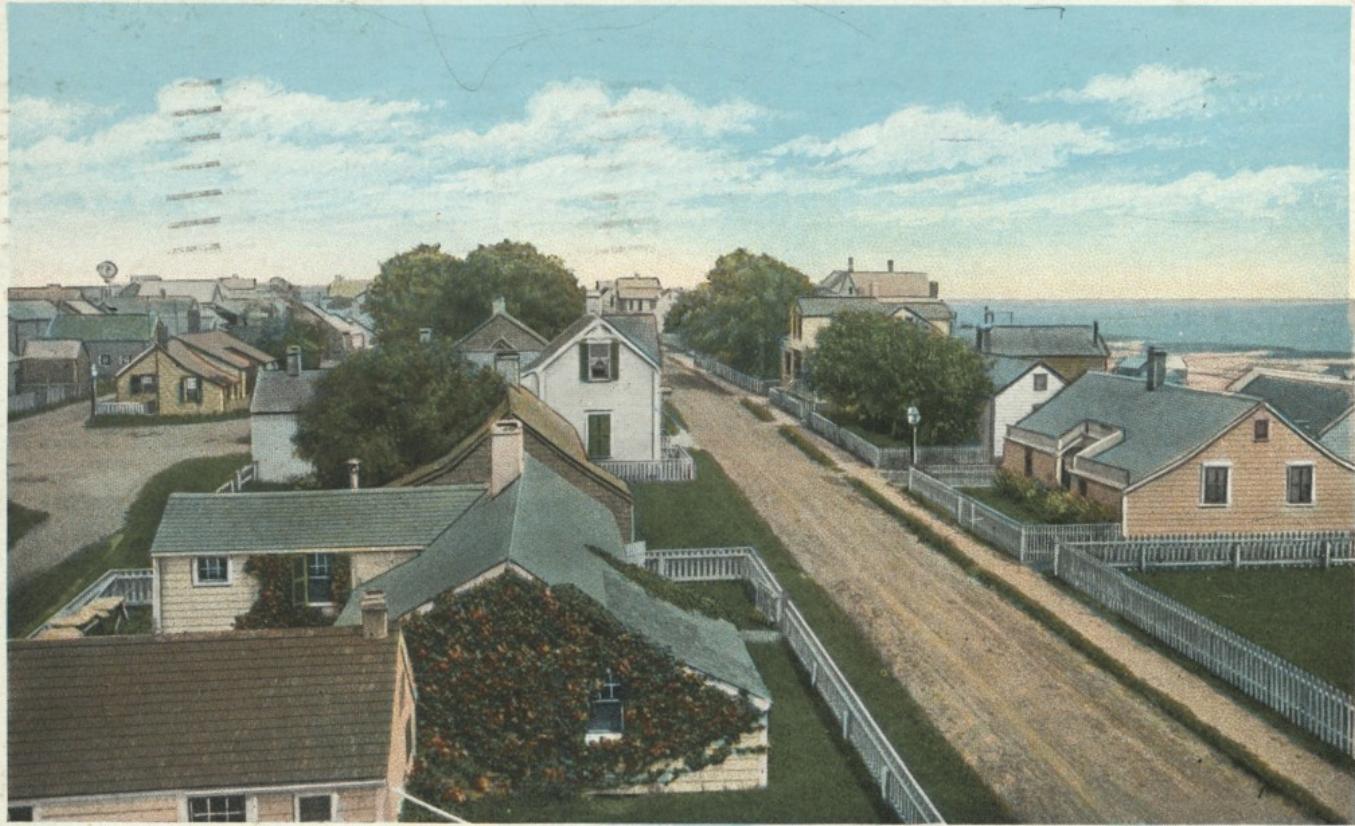
DID you ever hear of 'Sconset, where there's nothing much but moors,  
And beach and sea and silence and eternal out-of-doors—  
Where the azure round of ocean meets the paler dome of day,  
Where the sailing clouds of summer on the sea-line melt away,  
And there's not an ounce of trouble  
Anywhere?

Where the field-larks in the morning will be crying at the door,  
With the whisper of the moor-wind and the surf along the shore;  
Where the little shingled houses down the little grassy street  
Are grey with salt of sea-winds, and the strong sea-air is sweet  
With the flowers in their door-yards;  
Me for there !

—Bliss Carman in "Life."

THIS SIDE OF CARD IS FOR ADDRESS ONLY





BROADWAY, SIASCONSET, NANTUCKET ISLAND, MASS.

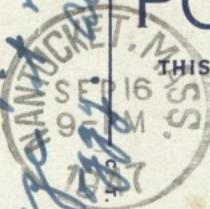
OA3641

Well here we are, and I never  
came down before that I  
remembered when I didn't  
need a coat and sometimes  
two. We sat on the top  
deck, and sometimes it was  
very comfortable; but if we  
got out of the freight car  
we got very cold.

THIS SPACE FOR WRITING MESSAGES

# POSTCARD

THIS SPACE FOR ADDRESS ONLY



C. I. AMERICAN ART COLORED

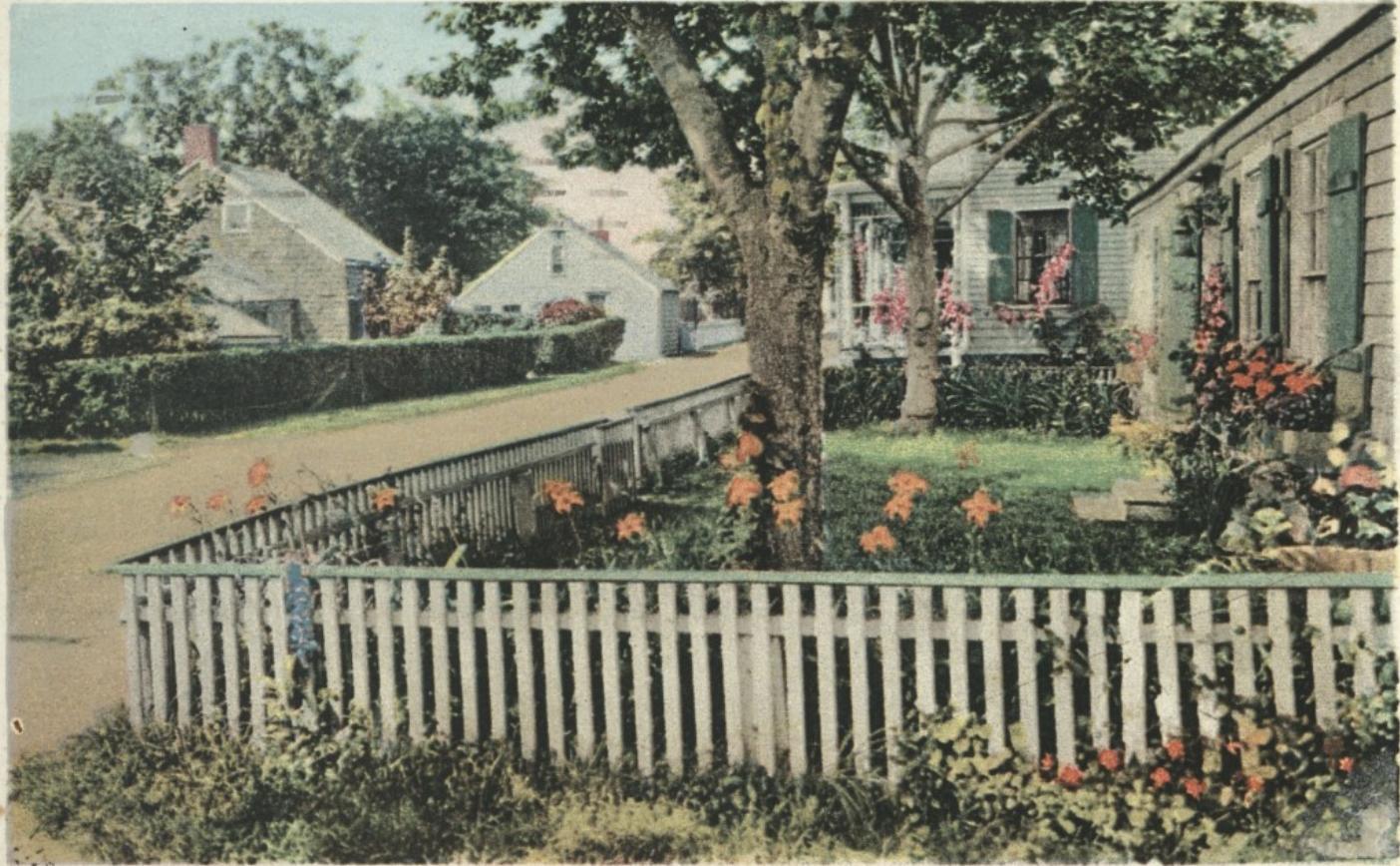


mrs C. A. Porter

411 Center Street

Middleboro. Mass

COPR. MARSHALL GARDINER, NANTUCKET, MASS.



81856

'SCONSET DOOR YARDS, NANTUCKET ISLAND, MASS.

"PHOSTINT"

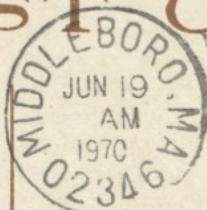
TRADE MARK REG - U. S. PAT. OFF.

MADE ONLY BY DETROIT PUBLISHING CO

# POST CARD

7/1 - I called Grabel and  
Ernest went to nursery  
Home, Burlington's name  
next to Ryans hospital.  
Ernest's break bad & in  
hospital, she may go to  
the same home. I'm  
sending her cards too.  
I don't know did graduation  
go, D.P. I expect? Hope  
to hear all your  
doings etc. Love  
aunt Grabel.

June 18.



Mrs Poland Schellenberg  
Hollis

New Hampshire

Box 254

03049

THIS SPACE MAY BE USED FOR MESSAGE

THIS SPACE FOR THE ADDRESS



THE BOYER STUDIO  
43 MAIN ST.,  
NANTUCKET, MASS.

# POST CARD

CORRESPONDENCE

ADDRESS

▲ A Z O ▲  
A PLACE A  
N STAMP N  
O HERE O  
▼ A Z O ▼

## Jean Adams And Her Unique Harbor Taxi.

The magazine called "Yankee Pilot" recently published a picture which it called "Nantucket's Unique Water Taxi". It was a harbor picture showing a hydro-plane resting on the surface of the water, and taxi-ing ashore was a large blackfish or porpoise with Miss Jean Adams, the well-known aviatrix, astride its back. Miss Adams was waving to someone on the beach, apparently, and seemed to be enjoying her unusual ride. The "Yankee Pilot" thus describes what it calls a "unique taxi":

Handicapped by an almost universal lack of docking facilities, seaplane flyers have shown themselves original and at times highly ingenious in getting from ship to shore, but no method has caused more widespread comment than the plan in use at Nantucket, where a tame whale,

affectionately called Black Moby, is regularly ridden in and out of the harbor by pilots who land on the water near the shores of this tiny island off Cape Cod. Strangers invariably are amazed at the sight of a flyer riding the aquatic steed, and Black Moby has provided more than one hearty laugh, even for the old timers, on the rare occasions when he has "sounded" or dived while carrying a passenger.

Such sights are rapidly disappearing from the American scene as the National Youth Administration proceeds with the construction of hundreds of seaplane bases, but Nantucket's Black Moby will live in the memory of the seaplane flyers of the region when the youngest of them is a grandparent.

The next issue of "Yankee Pilot" contained the following communication from a subscriber:

### That Fish Story.

On page 11 of the July "Yankee Pilot" you have a picture of a whale

carrying a lady ashore on its back. I have been fishing in these parts for quite a good many years, and I have seen a lot of whales, dead and alive, and the only ones I ever saw that would let anyone get on their backs were dead ones. And another thing, the whale in your picture is rolling in the water and if that girl is really riding on his back she is going to be awfully wet in about two seconds. I think somebody has been kidding you.

Ralph Woodbury.  
Gloucester, Mass.

\* \* \* \* \*  
Pictures don't lie or do they?—  
Yankee Pilot.

\* \* \* \* \*  
Pictures themselves don't lie, but they can be made to lie. However, there is no mistaking the fact that it is Jean Adams astride the creature's back.—Ed.

Accompanying illustration through the courtesy of the "Yankee Pilot".



MISS JEAN ADAMS ASTRIDE HER UNIQUE HARBOR TAXI.

# *The Oldest House*

(Nantucket)

*They have all gone, my people—  
Their ships forgotten too,  
And all the great and lusty days  
We proudly swaggered through.*

*Days when this old roof of mine  
Now sagging wearily  
Welcomed with a kingly feast—  
The Titans of the sea.*

*When Indian Chief and Merchant Prince  
Together crossed my floor,  
And Jethro carved a great horse-shoe  
To bless my open door.*

*I keep the vigils that they kept—  
Facing toward the sea  
E'en though a ship will never come  
Home again to me.*

*An old house is a lonely thing  
To stand upon a hill  
Crippled by the centuries,  
Empty, sad, and still.*

—ELEANOR DIXON GLIDDEN.

# All Nantucket Sings Out on Wednesday and Saturday Nights

*Banker, Railroad Executive and Fisherman Sometys Make Up a Trio on Main St.*



WILLIAM FITZGERALD, Nantucket's unofficial Mayor, leads the community songfest as Herbert Brownell provides the music.

NANTUCKET—Natives and vacationists on this island have been drawn together more this Summer than at any time since the 30-miles-at-sea resort became a favorite Summer refuge for the tired businessman and his family. Every Wednesday and Saturday evening, as the sun is sinking into the sea, Herbie Brownell, blind accordionist,

takes up his position under the electric light pole in front of Snow's grocery store on Main st. and a songfest is under way.

From all points on the island the people converge on Main st., and the blind musician, William Fitzgerald, clerk of the Massachusetts Appellate Tax Board and a resident of Jamaica Plain, is master of ceremonies. He directs the singing, sees

to it that the program never lags, and has done such an excellent job of keeping alive the splendid community spirit that he has become known as "Unofficial Mayor of Nantucket" during his stay through August.

Billy Fitzgerald is likely to start things off by singing a solo. Then he induces all hands to join in on



A MAGICIAN held their attention. Young and old enjoy the spontaneous entertainment.

one of the old-time numbers. After things have warmed up a bit he calls on someone in the crowd to sing a song. So informal are the sings that many of the members of the audience lose their inhibitions regarding their voices and come through with their best efforts.

The song fests have been growing in popularity for the past few years. This Summer they reached their peak. For years Herbie Brownell played his battered old accordion on Main st. Then, however, the son of a wealthy New Yorker named Gaylord made Herb a gift of a practically new \$1000 instrument.

During the war it was noticed that many of the servicemen on the island were idling away their time with little to do. Billy Fitzgerald hit upon the idea of the community sings with Herbie providing musical accompaniment. Soon other residents began to look forward to the Wednesday and Sat-

urday evenings of song. So eager were many of the people to get close to the proceedings that they would drive their cars down to Snow's store as early as 6 o'clock, leave them there while they went home for dinner, and at the appointed time return to "the best seats in the house."

Song sheets are passed around and old songs and new are given a hearty rendition either by the whole crowd or a soloist. It is not unusual for a trio to comprise a banker, a railroad executive and a local fisherman. The evening's entertainment, which lasts about two hours, is frequently the opportunity for amateur magicians to show their skill. At the latter part of the "Sings" a cup is passed through the crowd for any contributions that they would like to make to Herbie Brownell in appreciation for his playing.

All of the songfests are concluded

ing of "The Star Spangled Banner," and it is a fascinating sight on the roof of a parked station wagon or sedan. With this conclusion the crowd stands singing song after another on the sidewalk or with many of the people carrying peach baskets home for use on their makeshift chairs (which consist of anything from orange crates to a chair) and it is a fascinating sight to see the crowd melt away to another night.

## 'SCONSET ROSES.



here 'Sconset roses bloom so free  
In breezes from the ocean's breast,  
And foam-capped surf sings soft to me,  
Flung on the sand, knowing no rest ;

Where little homes from bygone days,  
Their shingled sides grayed by the mist,  
Shrink back on narrow, crooked ways,  
Their roofs by many a flower kissed ;

'Tis there my heart turns oft again,  
Borne on the flood of memory,  
From city-hive of toiling men,  
And those fair scenes drift back to me.

Though league on league I travel far,  
By palace grand or stately dome,  
I hear the waves upon the bar,  
And 'Sconset roses call me home.



Copyright by Lillian Gertrude Smith.

—Elbert William Rockwood.



HE HISTORIC VALUE of an old landscape photograph is the fact that it shows what contemporary objects existed at that time, and if the date is ascertained the value is greatly enhanced. This picture has no mark identifying either the age or the maker, but fortunately there is sufficient internal evidence to determine the date.

It is the view from the tower of the Unitarian Church, looking northeast, and presents the situation about the wharves and harbor at some time before Brant Point was the location of any summer cottage. At the Straight wharf was a steamer painted black, which middle-aged men would not hesitate to identify as the light-house tender "Verbena", but a question might be raised by older men who remembered that the preceding tender named the "Cactus" resembled the "Verbena" so closely in appearance that they were unable to distinguish which was shown in the picture. This doubt, however, is restricted to a well defined period, because the steamer must be one or the other.

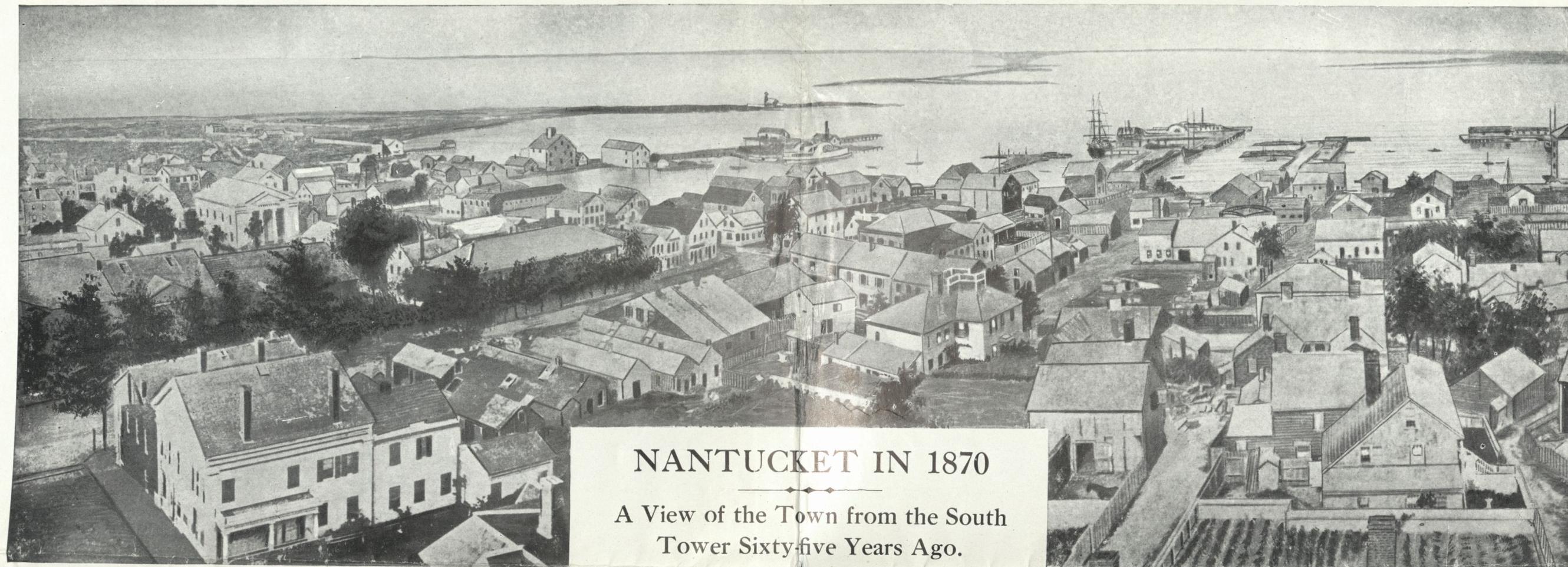
Before December 1, 1865, the light-house tenders were the schooners "Active" and "Ranger". At that date the "Cactus" had been used in the Navy and was transferred as tender for this district. She remained on this station until her machinery became so worn that a new boat was built, named the "Verbena" and placed in the local service March 4, 1870. The picture must have been taken after December 1, 1865.

On the west side of Union street, between Main and Stone Alley, were three dwellings—the residence of Dr. J. B. King, with a conspicuous "walk" on the roof; then a large old-fashioned house with central chimney, and southernmost the boarding house of Mrs. Enas. The middle house was taken down in April, 1874, which fixes the period in which the picture could have been taken.

In the region north of Hayden's Bath Rooms was a group of buildings, probably the oil and candle factories owned by Joseph S. Barney and John W. Barrett. According to the recollection of the writer, they had been removed before 1872.

At the Straight wharf was a brig and it may be safely assumed that she was a Nantucket whaler, for it is not conceivable that during that period any merchant brig could have been at Nantucket.

The only whaler of that description then owned at Nantucket, was the



## NANTUCKET IN 1870

### A View of the Town from the South Tower Sixty-five Years Ago.

[The above is a reproduction of an old picture, taken from the tower of the Unitarian Church, undated, and without anything to distinguish who was the artist. Opinions varied as to the time it was taken, but it was of such genuine historic interest and value that it was worthy of reproduction, although parts of it were rather indistinct and faded with age. In order to establish as nearly as possible the probable date when the picture was made, in 1917 we submitted it to Henry B. Worth, Esq., of New Bedford and Nantucket, one of the best-known authorities, and he found the picture a very fascinating study, indeed. The result of his conclusions he at that time penned for the benefit of readers of The Inquirer and Mirror.]

"Eunice H. Adams," originally a schooner and in 1867 changed to a brig. After that alteration she made two whaling voyages and about January 1, 1871, was transferred to New Bedford. As a brig she was at home in Nantucket from September, 1868, to March, 1869, and from June 14, 1870, until transferred to New Bedford.

If these deductions are correct, the picture was taken in the summer of 1870. The horse in the foreground is identified as one that Elisha Parker owned and kept in that stable after 1867.

Excursion boats were not frequent arrivals and always brought tourists from the Vineyard, New Bedford or Rhode Island. An examination of the arrivals for that summer reported in The Inquirer and Mirror, discloses only one excursion boat, the "W. W. Coit" which brought seventy (70) persons from Oak Bluffs and returned the same afternoon, August 26, 1870.

Across the end of the Straight wharf was a passenger steamboat and another of the same type at the Steamboat wharf. The latter was

the "Island Home". The former must have been an excursion boat, which excludes from further consideration the period between September, 1868, and March, 1869, because excursion steamers never visited Nantucket during those months.

The "Island Home" and the departure of the "W. W. Coit". The testimony of the old picture is clear and remarkably minute, but while it is possible to determine almost the hour when the photographer adjusted his camera in the northeast window of the South Tower it is not so certain who was the operator. C. H. Shute & Son, of Edgartown, took many Nantucket views, but none before 1872. Kilburn Bros. of Littleton, N. H., and Josiah Freeman, of Nantucket, were taking pictures at an earlier date, but this part of the problem must remain unsolved.

On the south side of the Straight wharf was a schooner, either the "Owend" or the "W. O. Nettleton"—more likely the former. Both were then at Nantucket. The mast of a sloop is visible at the head of the Straight wharf, about in front of the office of E. W. Perry and Co. Without doubt it was the "Tawtomeo," which arrived that day from New Bedford. The "Verbena" started that morning on a cruise over the district, but her arrival was not reported in the "Inquirer," although her identity is beyond question.

If the sound conclusion has been gathered from these facts, the photograph was taken Friday afternoon, August 26, 1870, between the arrival

of the "Island Home" and the departure of the "W. W. Coit".

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More than anything else, the view of this portion of the town in 1870 represents the town at the lowest point in its career. Whaling had died out here as an industry, and the prospects for the future were dark. The town veritably went to sleep.

Today, the picture presents additional interest, for there have been even more changes since 1921, when

Mr. Worth's study appeared in "One Hundred Years on Nantucket." The striking features which meet the eye at first glance are, first, the changes that have occurred on Brant Point since 1870, and, second, the entire change in the south side of Main street "Square."

Barren Brant Point indeed looks

that many changes have since occurred, we offer the following "present-day" after-thoughts which may be interesting to our readers:

Mr. Worth's careful deductions show how keenly he based the proof for all the valuable contributions he made to Nantucket history.

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The building seen on the west corner of Main and Union streets was removed in 1890 to give place to the present Masonic Block.

On Main street's south side, only the Lawrence-Hussey block remains. In the left foreground is a white house that was removed to make room for the erection of the present Nantucket Institution for Savings. In the rear of this white structure is a smaller building which was moved to Main street to become the present Eagle Barber Shop. The Austin Store was the next largest structure going down the street, and was removed with its companions in 1926 and 27 to make way for the new Genesky-Anastos block, the C. F. Wing store, and the Anastos Bros. block.

Straight Wharf, Cross Wharf, Old North and Steamboat wharves also present interesting contrasts, showing how time has given them a new lease of life. Of course, the building of Steamboat wharf has been a more or less continuous one, so that the wharf is now much more complete than it was when this picture was taken in 1917.

The large brick building which stood where Paddock's Paint Shop is today, was torn down in the '80s. It was known as the Adams' building, and some of the bricks went into the construction of "Chadwick's Folly."

Other changes noted are: The white building that shows through the trees next to J. B. Chace hall. This was occupied by Herbert Sweet, and was moved to Steamboat wharf, thence across the flats to Beachside, where it is now standing.

The Macy house, which was torn down for the erection of the new post office, may also be seen.

The large warehouse of William R. Easton on Steamboat wharf once stood where the express office is today. Here, the harbor waters used to flow up as far as Cadrain's garage, and the boys were accustomed to fish for minnows and wharf-fish from the rear of "Uncle George" Winslow's blacksmith shop, or from the rear of the George B. Paddock shop which was torn down only a few weeks ago.

The old bowling alley, which stood on the site of the present Red Men's hall, can easily be recognized.

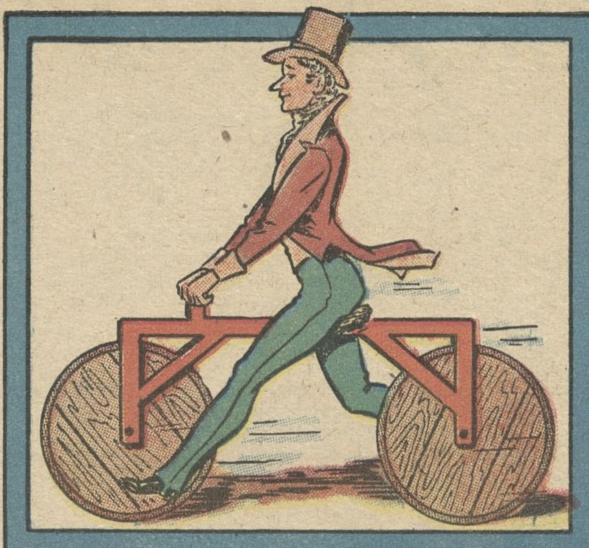
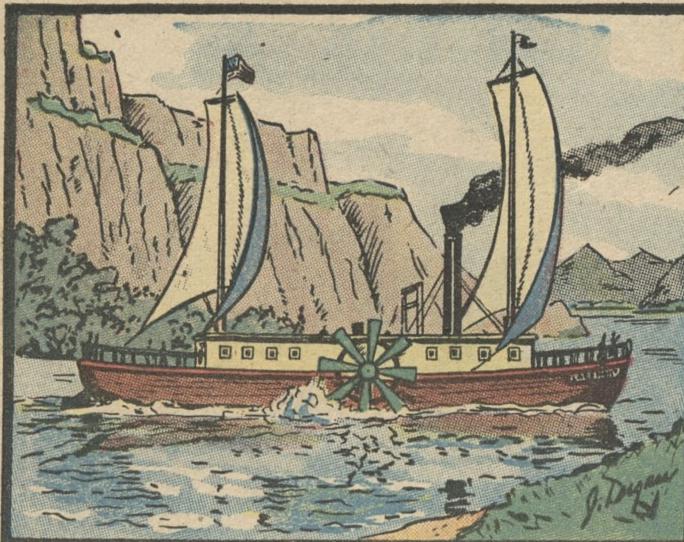
On Union street, the Dr. J. B. King house (with the walk) and its barn, were removed when the new telephone building was erected in 1929.

Next south is the old Gardner Coffin house which was removed some years ago.

The changes about the wharves become apparent the more the waterfront is studied. At the extreme right is shown the large four-story Charles G. & Henry Coffin warehouse, long since taken down; also two long, low fish houses that were removed, the Barnes boat-house now occupying part of the site.

Between Commercial and South wharves the changes are startling. The Gas Company's large holder, and wharf, the boat-building shop, and the Island Service ice plant are the most notable. To contrast Old South wharf as it looks today with this view is also interesting. Today, the wharf is completely bulkheaded, and contains a large coal pocket, a gas and oil station, boat basins, fish-house, lumber yard and main office. This wharf was entirely rebuilt by the Island Service Company in 1917.

Straight Wharf, Cross Wharf, Old North and Steamboat wharves also present interesting contrasts, showing how time has given them a new lease of life. Of course, the building of Steamboat wharf has been a more or less continuous one, so that the wharf is now much more complete than it was when this picture was taken in 1917.



# Nantucket "Camels" Strangest of All Vehicles

By WENDALL HAZEN

That new amphibious vehicle being tried out by the navy, which will operate at sea, on the land, in sand, in mud, swamps and quagmires, and climb embankments like a monkey, moving in great hops like a giant grasshopper, is just one more addition to man's long line of inventions for overcoming his problems of transportation.

Perhaps the strangest of them all, even topping these giant hop-toads of the navy, were the world-famous Nantucket camels, which were dreamed up on the island outskirts of the Bay State back in the days when whaling was a major industry in New England.

So low had the water become over the bar, separating the harbor from the deep sea beyond, that it was the necessary practice to load and unload all outgoing and incoming ships at Edgartown on Martha's Vineyard.

This threatened to make Nantucket a dead-end location, with its business of outfitting and supplying ships, especially whalers, nothing but a memory.

## COMPANY FORMED

In the winter of 1842 a great idea came to Peter F. Ewer, by which he believed he could solve the low-water problem and get Nantucket's shipping safely in and out of the harbor as of yore.

Like most great ideas, this one of Ewer's met with little enthusiasm.

However, the Nantucket Camel Company was formed, and in the spring of that year Ewer was ready for business

(Illustrations, left to right) Fulton's steamboat, Clermont, forecast the end of the sailing ship era. The first passenger-carrying airship carried a rooster, a duck and a sheep. The rider of the first bicycle walked the contraption along the road.

with two of the strangest contraptions that ever sailed the seas.

The camels, as he called them, were two huge, floating, box-like tanks, chained together at the ends, and concave on one side, to roughly fit the shape of a ship's hull.

Being flat-bottomed, the camels could float in very shallow water when empty and the idea was to fill the tanks with water and sink them on both sides of the waiting ship.

When the camels were in a position, the connecting chains were tightened up by windlasses and the camels were drawn close into the ship, holding it as in a huge vise or cradle. The water in the tanks was then pumped into the sea, giving the camels buoyancy, and, bearing the ship between them, they rose to the surface. Then the whole shebang was hauled over the sand bar. Water was pumped into the camels again, the chains were loosened, and the ship moved on her way.

Even after he got his camels built, Ewer could not overcome local prejudice against his "mad" scheme, and he was hooted at on the streets of Nantucket as an eccentric.

But in August, 1842, C. Mitchell & Co., owners of the "Pheebe," gave Ewer permission to see what he could do about moving the ship over the bar.

On the first try a plank burst from one of the water-chambers due to the great pressure of the inrushing water. After necessary repairs a second attempt was made, but due to a misunderstanding of orders, one of the camels keeled over, threatening disaster to the ship. A third trial was even worse, as the attempt was being made with light chains, because the heavier cables ordered had not arrived. Down went the Pheebe between the camels and considerable damage resulted.

However, at least one ship owner had been impressed by the possibilities of the camels, and against the advice and warnings of fellow ship owners, the "Constitution," owned by Charles G. and Henry Coffin, was offered Ewer, in order to prove that he had a great idea that would really work.

This time Ewer's faith in his invention was rewarded, and it took just 42 minutes to take the "Constitution" from Brant Point to the bar, where, with everything going smoothly, the steamer "Massachusetts," working for the Camel Co., towed the ship out into deep water. The camels were sunk, releasing her, and the "Constitution" sailed safely away on her voyage, Sept. 22, 1842.

The first ship brought into Nantucket by the camels was the "Peru," bringing 1340 barrels of sperm oil from Africa, on Oct. 14. This satisfied even the die-hards that Ewer's often hooted at idea was really practical, and the port of Nantucket was saved from extinction.

The famed Nantucket camels continued to operate until the decline in whaling left no further business for them. They were grounded and finally broken up in 1854, after having carried hundreds of ships successfully in and out of the harbor with great profit to the town.

Long before man's genius had solved mechanical means of transportation, he was busy on the problem of moving things, as well as people, from where they were to some place else.

## BEFORE WHEELS

The sled was the first vehicle known to transportation. Huge stones and statues were moved great distances by the Egyptians by this means, hundreds of slaves chained to the sled providing the motive power.

Even after the development of wheels, which, according to the historians, came in Egypt somewhere between 4000 and 1500 B.C., various types of litters, ranging from a single chair slung on poles to an elaborately designed couch with curtains and even windows, carried either by men or horses, prevailed, as roads and highways suitable for wheeled vehicles were practically nonexistent.

Not unlike Ewer's camels, the development of carriages as a means of human transportation came in for a bit of prejudice and in the reign of Philip the Fair, in France, in 1294, a law was passed forbidding the use of carriages, on the ground that lolling about in comfortable vehicles would bring about the degeneration of a nation of sturdy horsemen.

Railways, a bit slow, all things considered, in entering the transportation picture, were first developed not to carry people but to get coal out of mines.

The first mechanical road vehicles were operated by steam, and began to make their terror-awakening appearance on the highways as early as 1769, when an adventurous genius by the name of Nicholas Joseph Cugnot, rumbled noisily through the streets of Paris in a "portable teakettle" carrying four passengers at the unheard of speed of 2½ miles per hour. Cugnot's kettle provided only enough steam for 15 minutes of riding, after which the passengers got out and waited for the boiler to be refilled and more steam produced.

With the invention of the internal combustion engine, and the development of gasoline as a means of producing motive power, the world, already prepared by these earlier steam-driven

monsters, moved into the present automotive era.

Another unique contraption by means of which man attempted to solve his problems of transportation was the bicycle. It originated in France, and moved over into England, and hence to America, shortly after the war of 1815.

That first bicycle was quite a contraption, consisting of two equal sized wooden wheels joined by a crossbar which the adventurous "rider" straddled and walked the whole thing along the road. A little later France sent an improved model across the channel. This one had lighter wheels, the front one being hung in the fork and allowing steering. On the crossbar rested a saddle. Your own feet still furnished the active power.

As early as 6000 B.C. the Egyptians were using ships, a type of sailing vessel with masts and square sails, for the transportation of goods and people. The square-rigged ship solved man's over-ocean transportation problems for many years, yielding to the "clipper ships."

Steam drove the "clipper ships" from the sea and ended the great era of sailing ships forever. As early as 1543 a Spaniard named Blasco de Garay, had experimented with a steam-driven vessel in Barcelona Bay, but little came of it.

Our own Robert Fulton was the first to make a commercial success of steam navigation. His first experiments were carried on in Paris in 1797. After some failures, he succeeded in sailing his steam-driven boat up the Seine at a speed of 4½ miles an hour, some six years later.

Returning to this country, he built and launched his famous Clermont, making the trip up the Hudson River from New York to Albany, a distance of 150 miles, in 32 hours, in 1807.

## AIR INVASION

The famous English philosopher, Roger Bacon, suggested an aerial machine, comprising a hollow metal globe filled with liquid fire as a means of air transportation in the early part of the 13th century, but man left the airways to the birds for another 300 years or so, until Jacques Montgolfier, a paper manufacturer of Lyons, France, entered the picture.

Montgolfier had become interested in the discovery of hydrogen in 1766, and it led him to the belief that it could be used for travel through the air. He tried out his idea on a small scale with a paper bag and some burning straw. When released, to his delight, it ascended to a height of 1000 feet.

The first passenger carrying airship left Paris in September of 1783 carrying a rooster, a duck and a sheep. All landed unharmed. The real beginning of air travel had taken place.

The modern aeroplane had its beginnings with the experimental work of the immortal Wright Brothers, Wilbur and Orville, who started as all would-be bird-men did, with gliders. The first actual flight was made by the Wrights on Dec. 17, 1903, and lasted exactly 59 seconds, according to the records. But it opened a vast new field for man's ingenuity in contriving more and more fantastic solutions for his transportation problems, this time away from the earth altogether, with the moon and Mars as his next objectives.

## ODDITIES OF NATURE

BY CHUCK THORNDIKE

**the CORAL KILLER**  
[SOUTHERN AND MID-WESTERN UNITED STATES]  
THE ONLY ONE OF THE FOUR FATALLY  
POISONOUS SNAKES IN NORTH AMERICA,  
THAT GIVES NO WARNING SOUND, OR  
MOTION, BEFORE STRIKING!  
THIS SMALL BANDED SNAKE STRIKES WHEN  
RETRACTING, USING A RECOIL FEINT—it CAN BE  
DISTINGUISHED BY ITS RED BANDS AND BLACK HEAD.

**HAIL THE QUEEN!**  
NATURE'S MOST HIGHLY-COLORED FISH  
IS THE TROPICAL QUEEN ANGEL,  
WHOSE COAT CONTAINS EVERY COLOR  
OF THE SPECTRUM—  
THE QUEEN IS EASILY IDENTIFIED BY THE CROWN ON ITS HEAD.—  
THANK TO MARINE STUDIOS, MARINELAND, FLA.—

**the PASSENGER PIGEON**  
FLEW IN VAST DROVES, FIVE MILES WIDE  
AND HUNDREDS LONG, LITERALLY BLOTTING  
OUT THE SUN AND REQUIRING SEVERAL  
DAYS TO PASS A GIVEN POINT.  
BY 1900, THEY WERE ENTIRELY EXTERMINATED.—  
© 1948, CHUCK THORNDIKE.

# They Spent Millions Spectacularly

By CAROL BIRD

How do multimillionaires spend their millions?

That is not a "sixty-four dollar question." It's too easy to answer. They spend it on glamorous clothes, fabulous jewels, travel, servants, parties, ornate swimming pools and bathrooms. Gardens, villas, mansions on Fifth ave., in Newport, Palm Beach, Palm Springs and, formerly in European capitals, too; Paris, the Riviera, London, yachts, show dogs, first editions, celebrated paintings, orchids, banquets, stables of thoroughbreds, cars, airplanes.

During the "mauve decade," just before the turn of the century, the very rich fed their prize horses roses and champagne. They put diamond collars around the necks of their pet dogs, collars worth \$25,000 or more, and sent them out for airing in carriages with uniformed attendants.

They staged remarkable banquets at which pretty chorus girls hopped out of giant pies; where guests found huge pearls as favors, hidden in their oysters, and cigarettes were wrapped in hundred-dollar bills. Later they were wrapped in thousand-dollar banknotes and government bonds. A few rich eccentrics even had diamonds set in their teeth!

#### THEIR ENTERTAINMENT

Monkeys in velvet jackets or tiny tuxedos sat at dinner party tables, and lovely girls made up like human fish, swam about in pools so the diners could watch them as they ate caviar and drank sparkling Burgundy. When a "deb came out," her doting papa presented her with a pearl necklace costing \$700,000 or some other like bauble.

Theatrical companies were transported across the continent to entertain friends of some magnate on the West Coast; celebrated orchestras were engaged to play at weddings, debuts or parties given to announce the birth of a millionaire's child.

That was the "gilded age," when the newly-rich made extravagant shows of their millions. They were, in many cases, egocentric, self-indulgent, but good showmen. Today the picture is somewhat changed. Taxes have played their part in this. But much of the love of show still remains.

Let us review a few of the early famous parties in this country. About 17 years ago Joseph E. Widener was given a testimonial dinner at the Biltmore Hotel in New York city by his wealthy turfmen friends. The ballroom was transformed into a replica of Belmont Park, the famous race track. There were white painted railings, box stalls. Guests dined in the boxes, as prize mounts of the New York Police Department performed for them. Music was wafted over the "track"; champagne corks popped gaily.

#### BRILLIANT PARTIES

For years it has been a regular custom for the Dorrance family to engage the ballroom and several floors of the Bellevue-Stratford Hotel in Philadelphia for brilliant parties at which the Dukes, Drexels, Stotesburys are guests. Exotic flowers, hundreds of tropical birds in cages make the ballroom a paradise. Showers of rose petals drift gently down on the dancers. Newspapers have estimated that each one of these functions cost about \$75,000 to \$150,000.

Mr. and Mrs. Henry L. Doherty, in 1934, staged a wondrous coming-out party for their daughter, Helen, in the Mayflower Hotel, Washington. Guests arrived from New York in chartered trains provided by the Dohertys. Several hotel floors were rented, and newspapers covering the affair estimated the cost at no less than \$250,000.

Joseph Urban, famous scenic designer, at about this same time arranged the setting for the party that Mr. and Mrs. Franklyn L. Hutton gave for their daughter, Barbara, in the crystal room of the Ritz-Carlton Hotel in New York. Urban created a lovely moonlit garden. Two thousand cases of champagne were served to guests at a cost of \$100,000 for the entire party, according to newspaper reports.

The late Evalyn Walsh McLean, owner of the "Hope diamond," heiress to a mining fortune, who married into a newspaper and Cincinnati public utilities fortune, found it easy, apparently, to get rid of some of her millions.

Mrs. McLean was hostess at many famous parties to which international celebrities were invited. As the year



In America's "gilded age" millions were spent yearly on yachts, fancy autos, race horses and parties.

1936 waned, Mrs. McLean staged a lavish New Year's Eve party in Washington for her son, John R. McLean, II, at a reputed cost of \$50,000. "Friendship," the beautiful family estate was not large enough for this party, so the hostess ordered a wing built, and this was promptly torn down after the big function.

Two orchestras played for the dancers and, according to a New York paper, the cost of the beverages alone amounted to \$9000. About 500 quarts of champagne bubbled for the thirsty ones, and tons of tomatoes stuffed with crabmeat, breast of guinea-hen, and other delicacies were served the guests.

As for the hostess, she scintillated, adorned with the famed "Hope diamond," of many legends, the "Star of the East," another huge gem, six diamond bracelets and other jewels. She was guarded by 15 private detectives and a company of Washington police, who also kept sharp eyes on her guests' jewelry. "Gentlemen Raffles" were known to sometimes crash these famous soirees, where they knew the "pickings" would be good.

Almost everyone who reads the newspapers has kept abreast of the Joseph E. Davies' money-doings. When Mrs. Mar-

jorie Post Hutton married Davies, corporation lawyer who later became ambassador to Russia, her vast apartment was decorated with 5000 chrysanthemums dyed blush-pink at a cost of \$2000 to match the icing on the 300-pound wedding cake which 25 servants, aided by caterers, served to the guests. The flowers alone were said to cost \$6000.

When the Hutton-Davies menage moved to Moscow, it was reported that carloads of special foods, furniture and refrigerators were sent to them there, and during a summer 10 years ago Mrs. Davies was said to have ordered two tons of frozen foods shipped to Moscow for a cruise. Society reporters have chronicled that Mrs. Davies sends exotic plants from her Long Island hothouses to her Florida estate, wrapped in cotton batting, and transported in heated railroad cars.

Sometimes the wealthy collect titles along with jewels, villas, imported cars. Thirteen years ago, the then Princess Barbara Hutton Mdivani later the Countess Haugwitz von Reventlow, gave a little party at which two princes, one duchess, three barons, 13 counts, an earl, and 100 small fry were present.

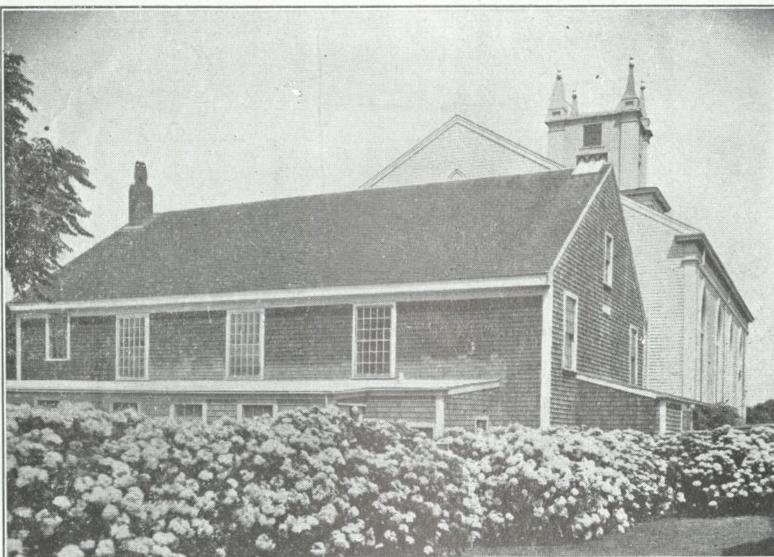
New England, the thrifty, has been the scene of some of these elaborate "spending parties." The late Joseph Pulitzer regularly had the famous New York Symphony Orchestra transported to his Maine estate for entertainment purposes. Clarence Mackay, when he married Anna Case, opera singer, engaged the Philharmonic Symphony Orchestra to play at his Long Island estate during the marriage ceremony.

When John Barry Ryan was left almost \$30,000,000 by Thomas Fortune Ryan, the heir was generous to his friends, presenting them with diamond roosters, coral monkeys, ox-blood coral Buddhas, Zodiac charms, brooches, bracelets, rare books.

Blooded horses and expensive cars use up more millions for the rich. Walter P. Chrysler in 1934 presented his son with a \$20,000 custom-built car, with built-in cocktail bar, racks for glasses, silverware for picnics, and a \$3000 leopard robe. Station wagons, trailers, motorcycles, limousines, airplanes, private landing fields use up more money.

See what we mean? It's easy to answer that one about "How do multimillionaires spend their millions?"





## First Church History

The original church building, which was used as a place of worship prior to 1834, is now known as the "Old North Vestry." It is the oldest church building in Nantucket. A bill for the timber used in the construction of the "Old North Vestry," dated 1711, establishes the date of its erection. The building was first located a mile or more west of its present location, not far from "No Bottom Pond," where it remained until 1765, when it was removed to the site of the present church building. There it remained until 1834, when it was removed to its present site to give place to the new and present church building, erected in that year.

Originally the Vestry had no tower, but in 1795 a tower was erected on what is now the south end of the building. This was bolted to the structure by iron rods. In this tower the first bell ever used on the island for the call to worship was placed in 1795. There was a high pulpit on the west side of the church room, and a huge sounding board suspended above the pulpit held by a cord attached to a hook in the ceiling. A gallery extended to the north, east and south sides. The singers occupied the eastern gallery, directly above the main entrance. The pews were square pens with the seats hung on hinges to be raised and lowered as required.

The Old North Vestry may be entered from the church by the door at the right of the pulpit. Pictures of the Old Vestry, together with a diagram showing the names of many of the original pew owners, hang today upon the west wall. Visitors whose families are of Nantucket origin may be interested to seek out the place of the old family pew. This can easily be done from the diagram.



The present imposing church building which stands on Beacon Hill was erected in 1834 and dedicated on the 6th of November. Originally, there was a tall steeple rising to a height of 123 feet. Later this was thought unsafe. It was removed and the present four minarets were constructed.

Although the Island of Nantucket was first occupied by white settlers in 1659, there is no evidence that there were organized religious services until about fifty years later. In 1698 the Island was visited by Thomas Chalkley, an English Quaker, and six years later by Thomas Storey, another Quaker preacher. In 1708 the first Society of Friends was formed. In 1711 the First (North) Congregational Society was formed, and the first meeting house, the "Old North Vestry," was erected. The name of the first preacher is unknown.

The notes of Rev. Timothy White, dated May 9, 1725, record that he served as superintendent of religious work among the Nantucket Indians. He was also teacher of a private school, and the first established preacher on record in the Congregational Church here.

In 1936 a new Parish House was dedicated and called "Bennett Hall." It is a building well equipped to handle all the social and athletic functions of the church, and has also been of valuable assistance to school and community groups.

During 1940-41 the Church building was completely renovated, and a re-consecration service was held Sunday, August 3, 1941.

Old North Church, now in its 236th year, is endeavoring not only to serve its own membership, but also to aid in establishing God's Kingdom on the Island of Nantucket.

## Announcements

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Sunday Morning Worship, 10:45 o'clock. The minister's sermon for next Sunday morning is entitled: "God Hath Made Me to Forget." The topic of his sermon to the children will be: "Forget-Me-Not."

Today is our Annual Rose Sunday. The members of the Flower Committee, under the leadership of Mrs. Edward Hamblin, Chairman, have again decorated the Church beautifully with Nantucket roses. The poem, "Wild Roses in Nantucket", is the contribution of Mr. Harry B. Turner, Editor of *The Inquirer and Mirror*.

Tuesday evening. The Nantucket Neighbors will meet at the Methodist Church at 8:00 o'clock. Mr. Pennington Haile, well known student of international affairs will discuss, "The World Today." In addition, a colored moving picture, with sound, entitled "New England," will be shown. Everyone is cordially invited to attend.

Thursday. The Harmonious Hustlers' Annual Summer Sale in Bennett Hall, 10:30 a. m.—5:00 p. m. The Sale will include: Cooked Food, Flowers, Aprons, Fancy Work, "White Elephants," and Vegetables. Members of the congregation who wish to donate any of the above articles are referred to Mrs. Laura Pease, 19 Hussey street, General Chairman.

Thursday evening. Choir rehearsal in the Vestry at 7:30 o'clock.

New members are always welcome.

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### MR. JOHN COLLIS

We are happy to have as our guest soloist this mornin', Mr. John Collis, who is a young Nantucket man. Mr. Collis first studied voice in 1910, with Mrs. Stella Codrcau, of New Bedford. Since that time, he has studied at the Peabody Conservatory in Baltimore and has performed with the Baltimore Civic Opera Company starring John Charles Thomas. He has introduced several songs by the composer Charles Rauher, and has recently participated in the National Music Week Festival.

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### LOOKING AHEAD.

Saturday, July 26th. The Annual Drive of the Nantucket Cottage Hospital will begin and continue through Tuesday, August 5th. Due to increased operating costs, it has been necessary to increase the goal one-third over that of last year. It is hoped that everyone will respond to this appeal from our Hospital and contribute as generously as possible.

Tuesday, August 5th. The Union Circle Annual Summer Sale in Bennett Hall, 10:00 a. m.—5:00 p. m.

Friday, August 8th. Annual Wharf Festival sponsored by the Nantucket Civic League.

Thursday and Friday, August 14th and 15th. Annual Nantucket Flower Show in Bennett Hall.

# First Congregational Church

## Nantucket, Mass.

REV. EVARTS WILSON POND, D. D., Pastor

### Summer Sunday Mornings, 1935

10:45 A. M.

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#### ORDER OF WORSHIP

Organ Prelude and Doxology \*

Call to Worship \*

MINISTER "O Magnify the Lord with me,  
And let us exalt his name together".

PEOPLE "Our help is in the name of the Lord  
Who made Heaven and Earth".

MINISTER "Let us search and try our ways,  
And turn again unto the Lord".

PEOPLE "O Lord, make clean our hearts within us  
And take not thy Holy Spirit from us".

Gloria Patri \*

Invocation and the Lord's Prayer \*

Responsive Reading,

Hymn, \*

Scripture Lesson,

Anthem or Solo

Prayer and Response

Notices and Offering

Offertory Chant, \* No. 698 "All things come of thee O Lord".

Hymn, \*

Sermon

Hymn, \*

Benediction \* and Postlude

\* The Congregation Rises.

The Congregation will turn and face the choir during the singing of hymns.

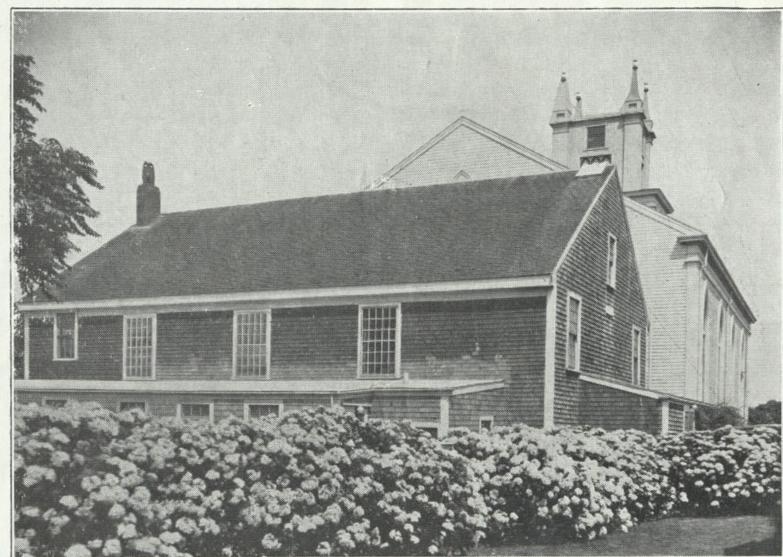


### First Church History.

The original church building which was used as a place of worship prior to 1834 is now known as the "Old North Vestry". It is the oldest church building in Nantucket and is built of oak which grew on the island. Doubt about the origin of the great oak timbers which form the frame of the vestry has been expressed but a huge oak stump was recently unearthed in a peat swamp. A cross section of it may be seen in the historical rooms. This oak tree was about three feet thick and was probably one of many on the island 250 years ago. From trees like this these massive oak beams were hewn. A bill for timber used in its construction dated 1711 establishes the date of its erection. It was first located a mile or more north of its present location not far from "No Bottom" pond where it remained until 1765, when it was removed to the site of the present church building. There it remained until 1834 when it was removed to its present site to give place to the new building.

Originally the vestry had no tower but in 1795 a tower was erected on what is now the south end of the building. This was bolted to the structure by iron rods. The holes seen in the timbers above the present desk were for these rods. There was a high pulpit, and a huge sounding board suspended above the pulpit held by a cord attached to a hook in the ceiling. A gallery extended on the north, east, and south sides. The singers occupied the eastern gallery directly above the main entrance. The pews were square pens with the seats hung on hinges to be raised and lowered as required.

Pictures of the Old Vestry together with a diagram showing the names of many of the original pew owners hang today upon the west wall. The Old North Vestry may be entered from the church by the



door at the right of the pulpit. Visitors whose families are of Nantucket origin may be interested to seek out the place of the old family pew. This can easily be done from the diagram if it is remembered that the pulpit stood in front of the place where the clock now hangs.

The recent addition to the Vestry on the west side was completed in 1928. It consists of the ladies' parlor and the Church School room.

The present imposing church building standing here on Beacon Hill was erected in 1834. Originally there was a tall steeple. Later this was thought unsafe. It was removed and the present four minarets were constructed.

Although the Island of Nantucket was first occupied by white settlers in 1659 there is no evidence that there were any religious services until about 50 years later. In 1698 Thomas Chalkley, an English Quaker, visited the Island and six years later Thomas Story, another English Quaker, spent several days here. Both testified to the religious destitution which they found. It is quite probable that the Friends were the first religious body to be established on the Island. It is not definitely known when the Congregational Church was founded. Tradition places it about the time of the erection of the Old North Vestry, 1711.

The first authentic record of the "preaching of the Gospel in Nantucket" is dated May 9th, 1725, in the notes of Mr. Timothy White. Mr. White served here as "superintendent of religious work among the Nantucket Indians" as teacher of a private school and as preacher in the Congregational Church. His pastorate lasted twenty-five years. The present pastor is Rev. Evarts Wilson Pond, D. D. He began service here June 16th, 1927. Dr. Pond is a graduate of Dartmouth College, and Yale Divinity School, and 1913 and '14, post-graduate at Harvard University.

# First Congregational Church Organization

REV. EVARTS WILSON POND, D. D., Pastor

29 Milk Street. Telephone 170.

DEACONS—Mr. E. S. Tirrell, W. C. Brock, R. I. Bartlett, Alcon Chadwick.

CLERK—Alcon Chadwick.

TREASURER—Miss Stevens.

ASST. TREASURER—Mrs. Effie L. Pond.

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## THE HARMONIOUS HUSTLERS

President—Mrs. Alcon Chadwick.

Vice-President—Mrs. Leroy True.

Secretary—Mrs. Stanley Smith. Treasurer—Mrs. Philip Murray

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## THE CHURCH SCHOOL

Superintendent—Miss Sylvia.

Assistant—Mr. Joseph Burgess.

Secretary—Miss Bartlett.

Treasurer—Mrs. Bartlett.

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## THE UNION CIRCLE

President—Mrs. R. I. Bartlett.

First Vice-President—Mrs. Frances Ratcliffe.

Second Vice-President—Mrs. Effie L. Pond.

Secretary—Miss Edith Sylvia. Treasurer—Mrs. Hattie Anderson

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## THE CHOIR

Director—Miss Emma Cook. Organist—Mrs. E. P. Crocker.

Mrs. J. Butler Folger, Jr., Mrs. Eleanor True, Miss Bertha Lawrence,  
Miss Alice Bunker, Mrs. Effie Pond, Mr. Peter Hussey and Isabelle Worth.

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## Announcements

The Guest Preachers for the Summer are as follows:—July 7 and 14, Rev. Vaughn Dabney, D. D. Dean and Bartlett Professor of Preaching in the Andover-Newton Theological Seminary in Newton.

July 21 and 28, Rev. George E. Cary, Minister to the historic Church of Christ in Bradford where the American Board was founded. Mr. Cary was born in Japan in a distinguished Missionary family. He has been in the Bradford Church since 1919 and is the President of the Andover Alumni Association.

August 4 to September 1, Rev. Robert Merrill Bartlett, minister to the Community Church in Longmeadow, Mass. A distinguished writer, traveller and teacher in China and formerly minister to the church in Norwood, Mass.

September 8, The Rev. Charles C. Merrill, D. D., of Boston, Head of the Congregational Bureau of Ministerial Supply.

Annual Hustlers' Sale, Tuesday, July 16, 10 a. m. to 5 p. m. North Church.

Union Circle Sale, Tuesday, August 13. Old fashioned chowder luncheon 12 to 2 p. m. On August 15 Mrs. Sue Bartlett, wife of Robert Merrill Bartlett will give a reading in the North Vestry. Details later.



# First Congregational Church NANTUCKET ISLAND, MASS.

## MINISTERS

*Captain Claude Bond, U. S. Army, Chaplain*

*Rev. George Sylvester Sutton, Ph. D.*

Residence: 11 West Chester St. Telephone 764-R.

*Mrs. Edmund P. Crocker, Organist.* *Mrs. Leroy True, Chorister.*

*Mrs. Leroy H. True, Assistant Organist.* *Mrs. Richard V. Gray, Violinist.*



One Hundredth Anniversary . . . The Union Circle

# First Congregational Church

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Mrs. Leroy H. True, Assistant Organist

Mrs. Richard V. Gray, Violinist.

SUNDAY MORNING, JANUARY 6, 1946

10:45 a. m.

## THE LADIES' UNION CIRCLE CENTENNIAL ANNIVERSARY

Organ Prelude: "Faith, Hope and Love" Lorenz

Processional Hymn No. 485: "I Love To Tell The Story"

Call to Worship

Gloria Patri

Invocation

The Lord's Prayer

Responsive Reading No. 626: "The House of God," Psalm 84

Organ Response

Anthem: "Brightly Beams Our Father's Mercy" Bliss

Scripture Lesson: Titus 2

Versicles—Sursum Corda

Pastoral Prayer—

Dr. George Sylvester Sutton.

Choir Response

Offertory: "Sweet Hour of Prayer" Bradbury

Doxology

Hymn No. 482: "Sing Them Over Again To Me."

Sermon: "One Hundred Years—What Next?"

Mrs. George S. Sutton

Hymn No. 478: "What a Friend We Have in Jesus."

The Communion Service

Benediction and Organ Response

Organ Postlude—"God Is My Strong Salvation" Matthew

Mrs. Adolph G. Ekdahl, of Boston, Secretary of Woman's Work of the Massachusetts Congregational Conference and Missionary Society, is our guest speaker Tuesday afternoon at 2 o'clock. We are happy to welcome Mrs. Ekdahl to our church and the Ladies' Union Circle One Hundredth Anniversary Service.

## One Hundredth Anniversary . . . The Union Circle

The Ladies of the Union Circle are observing this week the 100th anniversary of their organization. The Society was formed on January 6, 1846, and was incorporated on October 17, 1929. The record books and names of the officers are intact from 1846 to the present time. The present officers are: President, Mrs. George S. Sutton; 1st Vice President, Mrs. Frank W. Ramsdell; 2nd Vice President, Mrs. Claude Bond; Secretary, Miss Edith Sylvia; Treasurer, Mrs. Hattie Anderson.

An exhibition of photos, programs and other things of interest will be on display.

Anniversary Committee—Mrs. Leroy True, Mrs. Ralph Bartlett, Mrs. William C. Brock, Mrs. Alcon Chadwick, Mrs. John Gardner, Mrs. George S. Sutton.

TUESDAY, JANUARY 8, at 2:00 p. m.

## WORSHIP SERVICE

### Negro Spirituals:

- a. Song With Violin Obligato  
"Deep River"

Burleigh

### Violin Solo

- b. "Nobody Knows de Trouble I've Seen"

White

Greeting—the President, Mrs. George Sutton

Bayly

Vocal Solo: "Long, Long Ago"

### History of Union Circle:

MRS. CLARA A. W. NORTON

### Violin Solos:

- a. "Serenade"
- b. "Sextet from Lucia di Lammermoor"
- c. "Gavotte"

Haydn

Donizetti

Handel

Speaker—Mrs. Adolph Ekdahl

### Vocal Solos:

- a. "Believe Me If All Those Endearing Young Charms"
- b. "Billy Boy"
- c. "Susannah"

Moore

White

Foster

### Reminiscences

Vocal Solo with Violin Obligato:

"Love's Old Sweet Song"

Molloy

### Dance

"Menuett"

Beethoven

### Group Songs:

- "Aunt Dinah's Quilting Party"
- "Auld Lang Syne"

Old College Song

Old Scotch Air

### Benediction

Pianist—MRS. WESLEY A. FORDYCE

Violinist—MRS. RICHARD V. GRAY

Vocalist—MRS. LEROY H. TRUE

